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Inventions in Guinness Time...6

THE FLYING MACHINE

Oh where have you been to, Edwina, Edwina,
And what is the cause of that mesmerised stare ?
I've been to the village, Papa, and I've seen a
Queer sort of a kite thing go by in the air.
Such a buzzing and popping it made without stopping
I dropped all my shopping, I got such a scare.

And what of my Guinness, my foolish Edwina ?
Don't tell me, I beg, that you dropped it all too—
The source of the vigour that makes old age greener,
My Guinness, my goodness, my strength-giving brew ?
Do you wonder I've rather gone into a lather ?
Be calm dearest Father, I brought it all through.

O excellent daughter, my dearest Edwina !
(Come, pour me a Guinness, I'm feeling quite queer)
The contraption you saw was a flying machine, a
Caprice of inventors that won't last a year,
For Britons don't much like to waste time on suchlike.
In fact it's not much like a Guinness, my dear.

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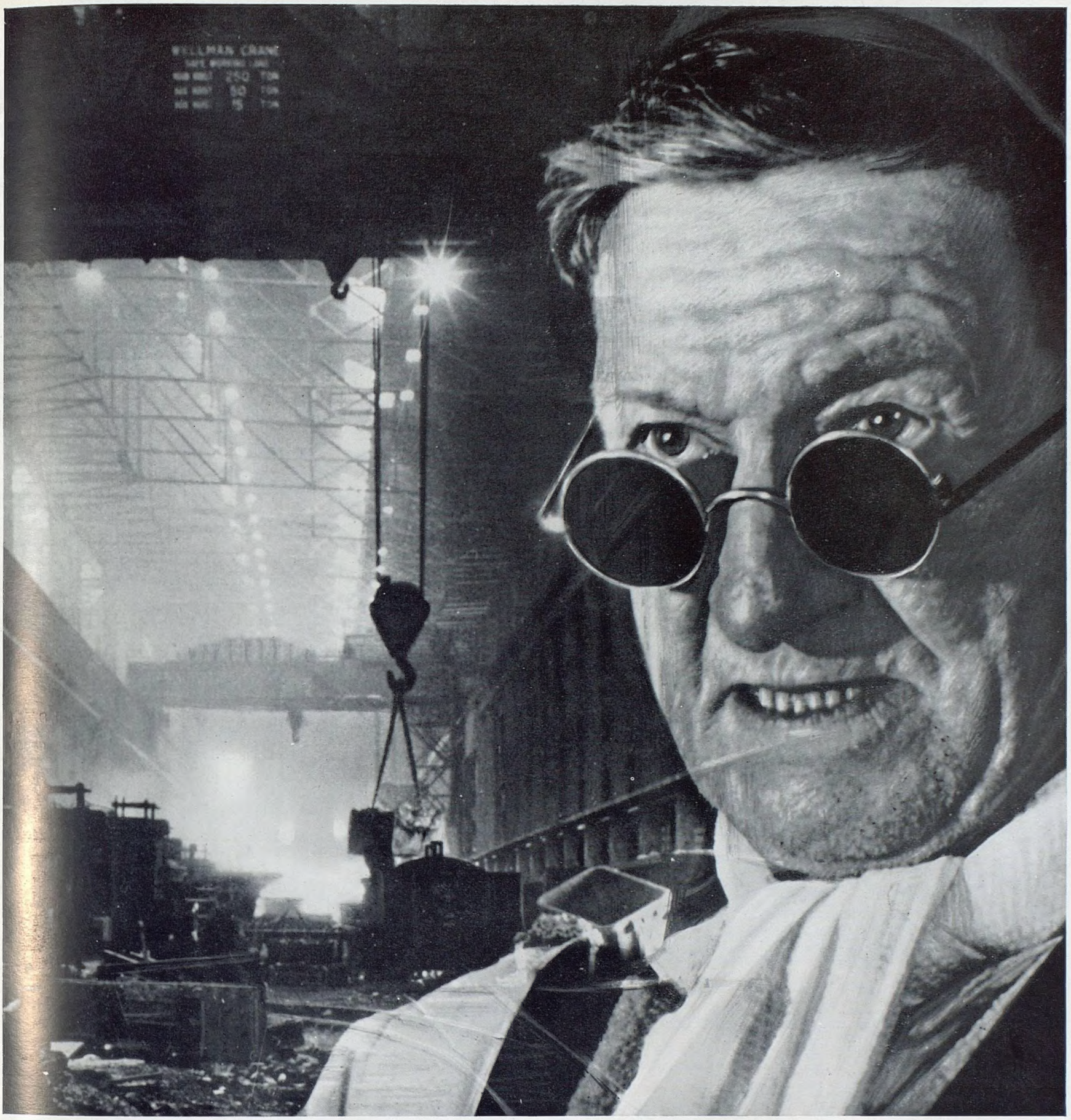

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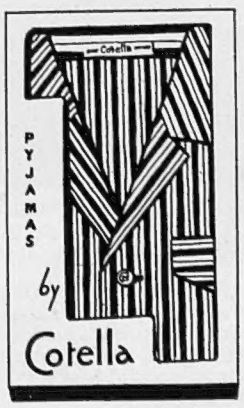

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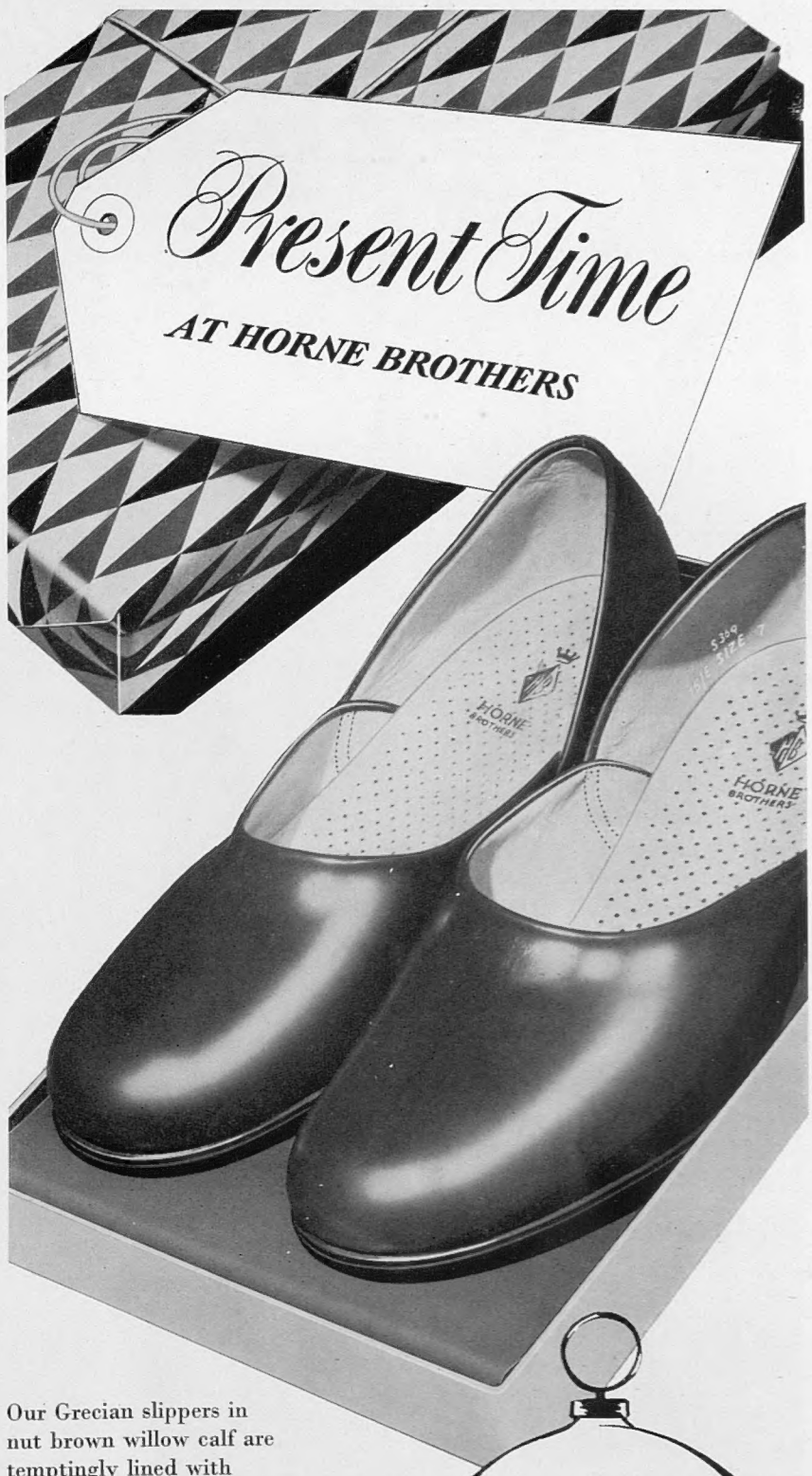

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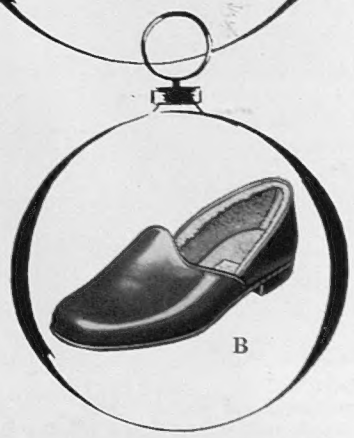

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LORD MILFORD HAVEN: HIS BUSINESS IS A PLEASURE

David Mountbatten, third Marquess of Milford Haven, is never so much at home as when he is afloat. As a boy of fourteen, he joined the Royal Navy. In World War Two, he distinguished himself by winning the Order of the British Empire and the Distinguished Service Cross.

World-wide business interests keep Lord Milford Haven on the go. Like experienced travellers everywhere, he prefers the *comfortable* way to get there *fast* – by Lockheed Luxury Liners. These sleek Super Constellations, fastest yet built, are smooth and serene in flight – make even the longest trip seem short.

Lord Milford Haven is now planning a business trip to New-York. Next year he will fly aboard the new and faster long range Lockheed Luxury Liner via LUFTHANSA from Frankfurt.

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Volume CCXXVII No. 2956

The SPHERE, London, November 24, 1956

The SPHERE

with which is incorporated THE GRAPHIC

THE MAN WHOSE SOLE PURPOSE IS PEACE—MR. HAMMARSKJOLD, SECRETARY-GENERAL OF THE UNITED NATIONS, IN ROME ON HIS WAY TO CAIRO: He conferred in Italy with Major-General Burns, Commander-in-Chief of the U.N. Police Force. Then he flew to Cairo for talks with Colonel Nasser. Later, it was announced in New York, to which Mr. Hammarskjold returned early this week, that the U.N. agreed in principle to the Egyptian request for help in clearing the Suez Canal.

In the present international crisis the one man whose reputation has been greatly enhanced throughout the whole world is Mr. Dag Hammarskjold. The labours of the Secretary-General of the United Nations are prodigious in seeking peaceful solutions for the two grave international problems of the moment. One is the Middle East. Last week he flew first to Rome, to discuss matters relating to the United Nations police force with Major-General Burns. The next day he went on to Cairo. There he saw Colonel Nasser and other members of the Egyptian Government. After he had left Cairo it was stated that the United Nations was willing to assist in the essential task of clearing the obstructions from the Suez Canal. Other points in the Cairo discussions were to be submitted to the General Assembly. Mr. Hammarskjold's other vital preoccupation is with Hungary. It was not known at the beginning of this week when, or whether, he would be able to visit Budapest, as requested by the United Nations. The Secretary-General is aged fifty-one. He succeeded Mr. Trygve Lie in 1953. (Other Middle East pictures are on pp. 314 to 322.)

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THE U.N. REGULAR SESSION OPENS

WESTERN DELEGATES MEET: Mr. Henry Cabot Lodge (left), permanent United States delegate to the U.N., greets Mr. Selwyn Lloyd, British Foreign Secretary, at the beginning of the eleventh regular session of the Assembly. In this session the Afro-Asian bloc will increase in strength from twenty-three to twenty-six, with the election of Tunisia, Morocco and the Sudan. In combination with the Communist bloc, they could prevent any resolution from obtaining the two-thirds majority needed for success.

GETTING INTO PRACTICE?: Russians at the United Nations display a variety of expressions. Mr. Shepilov (right), Soviet Foreign Minister, is impassive, while Mr. Sobolev, (left), the Russian delegate to U.N., seems amiable.

A NEW BRITISH AMBASSADOR

SIR HAROLD CACCIA IN WASHINGTON: The new British Ambassador to the United States arrives to present his credentials to President Eisenhower. Sir Harold referred to the need for Anglo-American co-operation, which "is as great as it ever has been throughout the world."

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A London Newsletter

195-198, STRAND, W.C.2.

Is there More to Say?—For two concentrated weeks we have listened to the Parliament of the world, in every tongue pouring out their condemnation or their approval of two historic events; and that Parliament has proved a babel, a babel of hate, a heady bedlam of sound and fury. According to your own point of view, all the angels of Heaven have sung and all the devils of Hell have roared. It cannot be said that the Parliament of man has yet cleared the air and pinpointed the issue which, never graver, faces the world to-day if our civilisation is to survive. Ever since the Congress of Vienna, to go no further back, civilised nations have been seeking the means to create a substitute for the bestial and futile arbitrament of force, and all those efforts have failed as a result of fear, suspicion, self-interest and rival ideologies. The organisation longest to survive—the U.N.O.—has largely failed in matters big and small, in matters instantly of global danger and in matters localised but likely to lead to global danger. Its constitution and practice have proved unable to cope quickly or effectively with sudden flare-ups. It has possessed no means of enforcing the majority verdicts it has succeeded in giving. To-day it is at last trying to organise the means to enforce a verdict in a flare-up which began between small powers. It has not yet the faintest idea of how to make itself an effective deterrent to aggression by a Great Power. Nothing but a police force permanently organised at the strength of world-war armies could enable it to do that, and the execution of its verdict with such a force would be, in effect, world war. This fearful dilemma is hardly to be contraverted even by cool heads. It has been lost sight of in the fury of condemnation of the Anglo-French actions on the Suez Canal. Sound and fury are the refuge of frightened people, and I believe there exists to-day no nation on earth which is not terrified and which at heart—with all its bluster—does not desire the survival of the last hope of averting a world war which must finally end our civilisation, such as it is. Fear, suspicion, half-heartedness, self-interest, rival ideologies, these five have brought the U.N. to the verge of failure, and all seem ineradicable in our time. But the first to be tackled—and the easiest—is self-interest. The nations of the world, if world suicide is to be averted, must begin to-day to ration self-interest and to see the other side's point of view. If some progress can be made with that, a lessening of fear, suspicion and half-heartedness, and a bridge across the gulf of ideology may come. We are no better for words. They have achieved nothing but to inflame and blind us. We need the actions of contrite hearts, stricken with remorse at the flaming crater edge. We are all there together, giants and pigmies, nations and parties, jostling on the lip of eternity, and we must draw back or die. There is no more to say. It is the hour for repentant action.

A WARNING TO RUSSIA

GENERAL GRUENTHER FIRES A PARTING SHOT: At a farewell Press conference before relinquishing his post as Supreme Allied Commander in Europe, General Gruenther stood before a map of Europe and warned Russia that if she used rockets against any N.A.T.O. countries, retaliation would be immediate. "Just as sure as day follows night the Soviet Union would be destroyed." The General was answering implied threats from Moscow that rockets might be employed against Western cities, and emphasised the need to maintain solidarity among the N.A.T.O. powers. President Eisenhower has appointed General Gruenther to the post of President of the American Red Cross.

The Only Way.—The object, then, of the frightened peoples of the world in two bitterly opposed camps is indeed to avert the threat of the final war that will destroy all civilisation. The sanction of force to assure the verdicts of majority world opinion controlled by the U.N. is still but an unplanned ideal *vis-à-vis* powerful aggressors. Until that ultimate sanction, under the rule of Law and the U.N., is available, the unilateral resort to force by the aggrieved will continue and must lead to the same fatal end. A united resolve by the world of nations to seek peace by abandoning wordy threats and bitter hatred, and to find the way out with restraint and cool heads, sacrificing personal interests and seeing the other side's viewpoint, is the only way open to civilisation. On November 12 *The Times*, with whose views I do not always agree, put this argument with some telling truths. Before anything can be achieved the fever and fury of the world must be reduced to normal. Until that is done, top-level conferences, reorganised Governments and other root and branch remedies are premature. With passions inflamed no useful purpose could be gained if Britain and France at highest level met the Kremlin leaders. There is no case at all for a change of Premier or Government in Britain, no possible reason why our Premier should go in sackcloth to Washington to humble himself before the President. Have not all the nations of the world been half-hearted, selfish, infirm of purpose, bedevilled by suspicion and fear? Those who have condemned Sir Anthony have as little justification for self-righteousness as have those who backed him for self-confidence. Let us face the facts. Have we in Britain by the Premier's actions lost our leadership of the Free World? *The Times* baldly denies that we ever had it since the war. In the U.N. we were as half-hearted as the rest when Israeli ships were denied the Canal; in the debates on disarmament and in efforts to consolidate Europe we have been too late, too half-hearted, too concerned with our own interests to take a lead. And at home we have given no example to other nations of the willingness of our people to make sacrifices, to work harder and to accept austerity for the good of humanity. If recent events prove clearly that our Government has destroyed its last chance of giving us the budget it was elected to produce, that trivial fact is no argument for now trying out another. The political parties, like the nations, are all in it together, up to the hilt. Under no Government since the war has Britain shown a willingness to work harder or to sacrifice a tithe of its standard of living, and without these proofs it has failed to lead or influence the Free World. First things first, here and in the world. Temperatures must return to normal. Then may follow cooler heads, less biased judgments, leading to repentance on the crater edge.

Too Little . . . and Too Late?—Posterity has not approved the gesture of Remus in contemptuously jumping over the first mud walls of Rome. Mr. Menzies is better placed in his vigorous demand for a better defence of civilisation. The U.N.O. defence force seems, indeed, another instance of U.N.O.'s "too little and too late." Of all the nations who voted for this tardy and vital strengthening of the U.N.O.'s authority, only a small proportion have sent or agreed to send driblets, and these, it appears, may be subject to conditions imposed by Nasser. The condition

precedent that the only organised, highly-efficient forces now on the ground—the Anglo-French—must have no part in the composition and must be withdrawn is subscribed to by the U.N. itself, as, of course, by Russia, Egypt and presumably by America, and many who voted for the creation of the force. Mr. Menzies rightly condemns the composition of the force and the conditions apparently agreed with or dictated by Nasser as turning a great and historic decision into one more half-hearted and futile gesture. The difficulties facing the U.N. in this late effort to render itself effective are great and deserve sympathy. It has condemned the action of the British and the French, its representatives include many declared enemies of both countries; it must implement the decision of its great majority. But if this historic decision is not to peter out in failure and ridicule, it must interpret its *ad hoc* mission with impartial realism, to ensure initial success. Its task is to maintain the cease-fire, to reopen an international waterway and to give time for a peaceful settlement in a danger area of first magnitude. That the scope and limits of its means to enforce its decisions should be dictated by one of the parties to the dispute is very like adopting the Security Council's veto as a useful instrument in a new effort to improve its own efficiency. An initial success unquestioned, is vital, if this last hope of civilisation is not to sink back to a "forum of discussion and moral judgment," and nothing but stark courage and whole-heartedness can achieve that success. It *is* (or was) possible in the Middle East dispute; it is still but a visionary ideal in such a case as Hungary.

Voices in the Wilderness.—The voice of Mr. Nehru over the past months has been heard in pronouncements about a dozen crises on the world's face. A good man, sincere and utterly convinced of the futility of war no less than of its bestiality, I could wish his voice could carry greater weight in achieving settlements. The same wish goes for the periodic messages of the Pope. Voices in the wilderness, their arguments and truths are incontestable, they receive ready acceptance and approval from more than half the world; and the world, in a seething melting-pot, seems not a penny the better. Inconsistency is as difficult to avoid in a multiplicity of *ex-cathedra* pronouncements as is triteness. Yesterday's harsh criticism may be turned to warm approval to-day, and vice versa, and sworn friendships recently cemented may receive the sharp chisel of disapproval for later actions. And always the voice must be attuned to the status of the delinquent. Sweet reasoning with the strongest bullies, fierce condemnation of those less likely to hit back. It is the fate of all who set themselves up to preach from a world pulpit that their congregations may grow to think their sermons too long and too many, and their texts trite and repetitive, and even to wonder whether, in a world given over to violence and made sicker still by ever-lasting talk, sermons alone, however honest and carefully prepared, can achieve much. The parson has many other important jobs outside his pulpit in his own particular parish, which call on him to be one with his parishioners in their daily tasks and difficulties, and to share those difficulties with his flock. Mr. Nehru has taken the world for his parish in the pulpit; and sometimes India and the Commonwealth must miss his help in their workaday problems.

Death Penalty.—I have never been a total abolitionist, though I have long recognised that the law covering homicide needs amendment and that the hideous farce of the death sentence which will never be carried out, should quickly end. It is a pity the Government did not draft its new Bill at the time of Mr. Silverman's Private Bill. It might well have affected the free vote on the latter. But the Government has played fair in the circumstances, and it is not impossible that the Silverman measure might still win the day. I hope not and I don't expect it. The new measure seems to need a lot of tightening-up in Committee. The poisoner for gain—the foulest of all murderers—at present saves his neck. The new definitions of "capital" murders, for which hanging is to be retained, cover the murder of prison officers and police, murder done to "get away with" theft, and "a second" murder. Even here jurors will have greater discretion to convict of manslaughter in lieu of homicide on clear evidence of mental abnormality. Indeed, the abstruse M'Naughten rules will become a dead letter and counsel for the defence will have an easier task with that plea. The Bill won't do for the uncompromising abolitionists. As it stands, it will not satisfy the uncompromising retentionists. But it should give second thoughts to a number of the waverers whose votes were influenced by the heady wine of sentimentality and purple-passage oratory when the Silverman Bill was approved. In the present universal wave of violence and ruthlessness, it would be highly dangerous to dispense with the death penalty for every form of murder. The Government Bill, if tightened up in certain particulars, should give us over the next decade the means of testing the force of several passionate arguments pro and con. It is a step in the right direction.

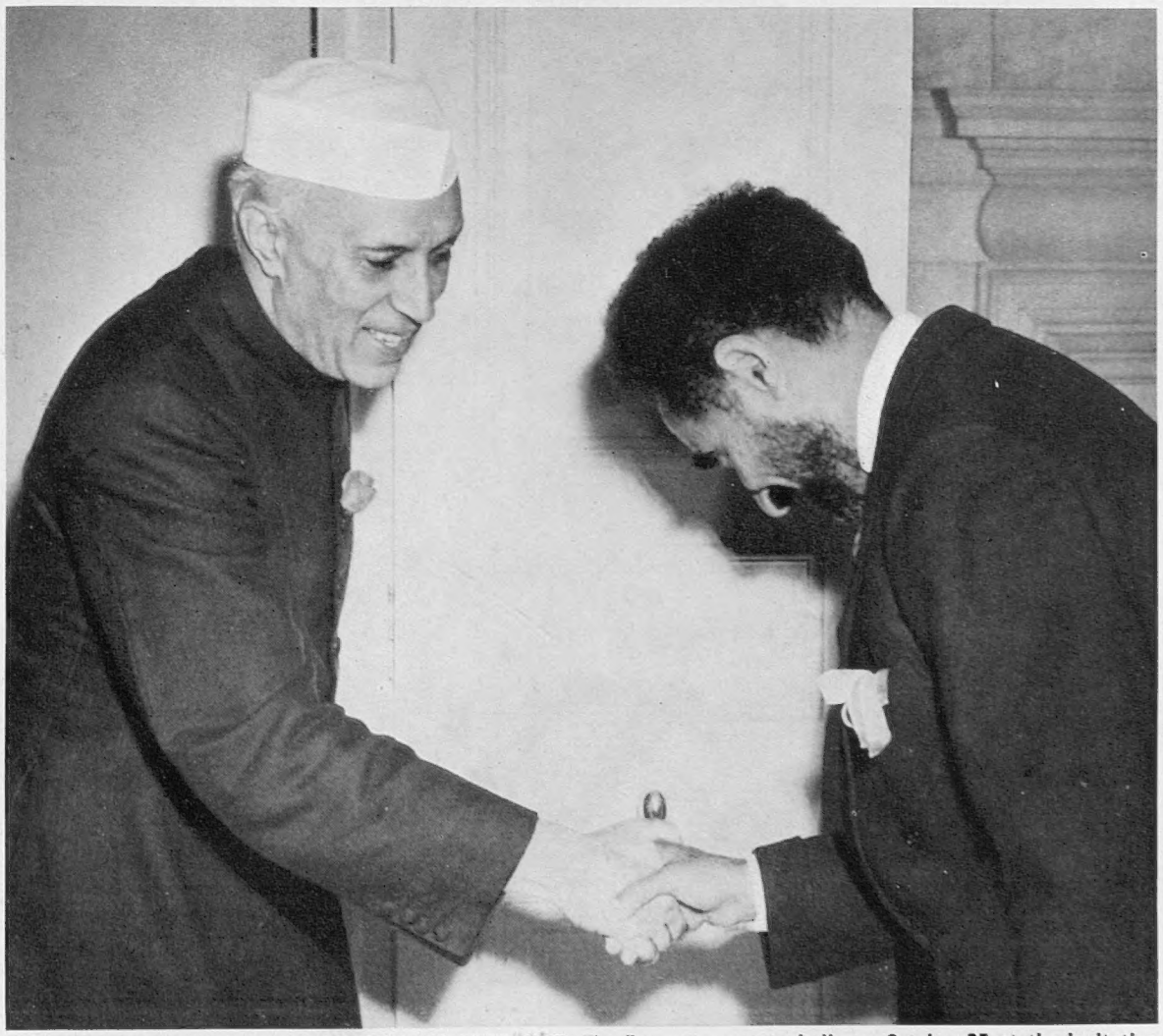
THE OLD STAGER

THE CONFERENCE OF THE COLOMBO POWERS IN DELHI

THE PRIME MINISTERS OF INDIA, INDONESIA, BURMA AND CEYLON DISCUSS THE INTERNATIONAL SITUATION: Mr. Pandit Nehru, the Indian Prime Minister, is speaking at the opening of the three-day conference in Delhi, at which the four Asian Premiers discussed international affairs, especially in the Middle East and in Hungary. The Pakistan Prime Minister, Mr. Suhrawardy, who was also invited to attend the conference, was unable to be present.

On his arrival in Delhi to attend the conference of four of the five Colombo Powers the Indonesian Prime Minister, Dr. Sastroamidjojo, said it was indeed a time of utmost gravity. In such moments their contributions would be sufficiently valuable for the restoration of peace and conscience between nations, only if they could keep their heads cool and not make any statement or take any action in panic. At the end of their three-day conference the four Prime Ministers issued a joint statement in which they expressed their views regarding the situation in the Middle East and Hungary. They noted with satisfaction the achievement of a cease-fire in Egypt while still expressing their disapproval of the "aggressor countries," and said that the international United Nations force should be a temporary one and confine its functions strictly to the directions laid down in the General Assembly's resolution. They expressed deep distress at the tragic events in Hungary and called for the speedy withdrawal of all Soviet forces, so that the Hungarian people might freely decide their own form of government.

THE EMPEROR OF ETHIOPIA'S STATE VISIT TO INDIA



HAILE SELASSIE MEETS MR. NEHRU DURING HIS STATE VISIT: The Emperor went to India on October 25 at the invitation of the Government and stayed in the country until November 17. During his visit he made extensive tours and had "friendly and informal exchange of views" with the Prime Minister "on matters of mutual interest."

The Emperor Haile Selassie spent just over three weeks in India and visited agricultural, industrial and river valley projects, as well as training establishments, community schemes and centres of the country's development activities. He also discussed "matters of mutual interest" with Mr. Nehru. In a joint statement issued in Delhi the two leaders referred to the friendly relations which exist between India and Ethiopia, and said that the opportunity was being taken to negotiate an air agreement providing for the expansion of trade and development of closer economic relations between the two countries. With regard to international events they viewed "with great concern . . . subjection of people by force of modern arms." They hoped that those concerned would respect the principles of the U.N. Charter and whole-heartedly co-operate with and assist in the efforts of the United Nations to lift the fog of war, put an end to aggression and re-establish peace in troubled areas.

DEFIANCE IN HUNGARY

Despite Soviet Armed Oppression the General Strike Continues

Although the Hungarian puppet Government of Janos Kardar has tried every means to bring the workers of the country back to work the general strike continues to paralyse the national output and threaten the economy of the State with ruin. It appears that in final desperation the Government has now given up making promises and has decided to break the strike by threatening the people with starvation. A decree made last week-end has ordered that all food supplies brought into Budapest should be handed over to the shops run by the Soviet Army and the Government. In this way the regime hope to cut off the strikers in the capital from their food sources in the surrounding countryside. Radio Budapest has announced that only those workers who resume work will receive hot meals and free deliveries of food. The Red Army is playing its own role in the desperate attempts by the Government to bring about a return to normal life. According to eye-witnesses several thousand young men have been deported to Russia by the Soviets in the hope of stifling the embers of the rising and making another less likely. One train-load of deportees was attacked by peasants and partisans near the Russian border and the prisoners freed. Other trains, however, are still carrying many hundreds of prisoners over the border. On the western frontiers the number of refugees crossing the Austrian border continues to grow and is now well over 30,000.

BUDAPEST CITIZENS WALK IN THE RUBBLE-STREWN STREETS: Some of the survivors of the bitter struggle for the city pick their way over the heaps of rubble and torn-up paving-stones in the Franz-Josef Ring. A general strike still paralyses the country despite every effort of the puppet Kardar Government to break it.

RED CROSS CONVOYS IN BUDAPEST: Groups of Hungarians wander along a line of Red Cross vehicles forming one of the first relief columns to reach the city after the fighting. The convoy was held up at the Austrian frontier by the Red Army for several days.

THE WEAPONS OF OPPRESSION: Two Red Army tanks stand guard outside the Town Hall of Gyoer, in Western Hungary. The town was an insurgent stronghold and the seat of a patriot council.

THE SPIRIT OF RESISTANCE IS NOT DEAD: "Russians go home" reads this hastily-daubed slogan on a shop window in Budapest. Despite the Soviet Army passive resistance is still vigorous. *On left*—Russian tanks guard the street intersection in Szell Kalman Square, Budapest. The oppressors dare not relax their grip on the country for fear it will rise again. Red Army reinforcements are still crossing the border.

INTO THE LION'S DEN

The Polish Leaders Go to Moscow for Talks with Russian Leaders, and Announce Agreement on Many Points, but Russian Troops Stay in Poland

POLISH LEADERS LEAVE FOR THE MOSCOW TALKS: Led by Mr. Gomulka (in front, on right) the delegation of Polish leaders prepares to leave Warsaw by train. Also in the group are Mr. Zawadski, chairman of the Council of State; Mr. Cyrankiewicz, Prime Minister; and Mr. Jedrychowski, head of the Polish State Planning Commission.

AS ...ILES: Handshakes are exchanged as Mr. Gomulka (left), First Secretary of the Polish ...ommunist Party, is greeted by the Russian leaders on his arrival in Moscow at the ...ead of the Polish delegation. Second from left is Mr. Khrushchev. Marshal Bulganin ... nearest the camera, and behind him is Marshal Voroshilov, Soviet President.

GREEK MEETS GREEK: As Mr. Krushchev and Mr. Gomulka meet on the latter's arrival for talks in Moscow, they seem anxious to give an impression of complete amiability. After three days of conferences between Polish and Soviet leaders, a communique was issued emphasising that relations between the two nations would be based on "complete equality, respect for territorial integrity, national independence and sovereignty, and non-interference in internal affairs." Both sides agreed that the "temporary" presence of Soviet troops in Poland was necessary, but the location and number of Soviet troops on Polish soil would be a matter for joint agreement. The reason given for their retention was the continued danger of challenges to the Oder-Neisse Line (Poland's western frontier) from the direction of Germany. Concerning Hungary, "both sides will support the revolutionary workers' and peasants' Government." Russia has agreed to help Poland's weak economic situation by supplying her with 1,400,000 tons of grain in 1957, and by allowing her long-term credits on this and other goods.

NEGOTIATIONS ACROSS THE TABLE: The Russian and Polish delegations meet across the conference table in Moscow. On left, from the front, are Mr. Khrushchev, Marshal Voroshilov, and Marshal Bulganin. On right are Mr. Gomulka, Mr. Zawadski, Mr. Cyrankiewicz, and Mr. Jedrychowski. The talks were carried on in an atmosphere of "cordiality, friendship, mutual confidence and sincerity." They helped to cement "the indestructible union and fraternal friendship" between the two nations.

THE U.N. POLICE FORCE ASSEMBLES

The National Contingents Gather at Naples and are Ferried by Air into Egypt

The United Nations Police Force for the Middle East continues to assemble at its staging point at Capodichino Airport, Naples, where the various contingents are being put under some sort of unified command before being ferried into the Canal Zone by Swiss airliners. In the meantime, the Commander-in-Chief, Major-General Burns, has been in New York, partly to endeavour to strengthen the emergency force and partly to try to get a firm ruling on the scope and freedom of movement he is being given. The initial resolution of the Assembly was limited to an extremely vague order to "cover an area extending roughly from the Suez Canal to the armistice demarcation lines established in the armistice agreement between Egypt and Israel." The Secretary-General of the United Nations, Mr. Hammarskjold, was also endeavouring to clarify the situation in his discussions with Colonel Nasser in Cairo last week-end. The resolution which was passed by the General Assembly to bring the emergency force into being was deliberately left as vague as possible in order to gain the two-thirds majority vote necessary before it could become effective.

GENERAL BURNS INSPECTS HIS POLICE FORCE: The Canadian Commander-in-Chief of the United Nations force for the Middle East inspects a contingent of Colombian troops at Capodichino Airport, Naples. The Italian airport is a staging area for the international contingents making up the force which is being ferried into the Canal Zone by three DC-6Bs chartered from Swissair. Most of the troops for the police force arrived at Capodichino in United States transport aircraft.

On right—
UNLOADING AT NAPLES: A truck belonging to the international force is driven down a ramp from a Globemaster of the United States Air Force at Capodichino airport.

INDIAN TROOPS FOR THE UNITED NATIONS: Two Indian officers check the numbers of their contingent on arrival in Naples with two United States Air Force officers responsible for the ferrying.

MARCHING DRILL BEFORE DEPARTURE: Troops forming the Colombian force carry out marching drill near Naples while waiting to be ferried into the Canal Zone. Most of the international contingents are bringing their own transport with them which is being carried by Globemaster aircraft of the American Air Force.

THE FIRST CANADIAN CONTINGENTS LEAVE HALIFAX: Men of the Queen's Own Rifles of Canada sit in a Flying Boxcar of the Royal Canadian Air Force before the plane took-off from Halifax, Nova Scotia.

SCANDINAVIAN TROOPS ARRIVE IN THE CANAL ZONE: Escorted by Egyptian police, soldiers of the Danish contingent of the United Nations force march off after landing from their aircraft at Abu Sueir airfield, twelve miles west of Ismailia. Forty-five strong, armed with light weapons, they were the first U.N. troops to disembark in Egypt. They wore blue United Nations armbands, and were met by an Egyptian liaison committee.

THE NORWEGIANS LAND: Fifty Norwegian troops, comprising the second United Nations contingent to arrive, disembark from their aircraft at Abu Sueir. With the Danes, they were later quartered in camps on the airfield. Further contingents of Danes and Norwegians were among U.N. troops to be flown from Naples.

On left—

THE PARTIES CONFER: United Nations representatives talk to Egyptian officials at Abu Sueir. From left to right are: a U.N. truce observer; the Danish Commander; an Egyptian official; a Swedish observer, Major Muller; and two Egyptian officers.

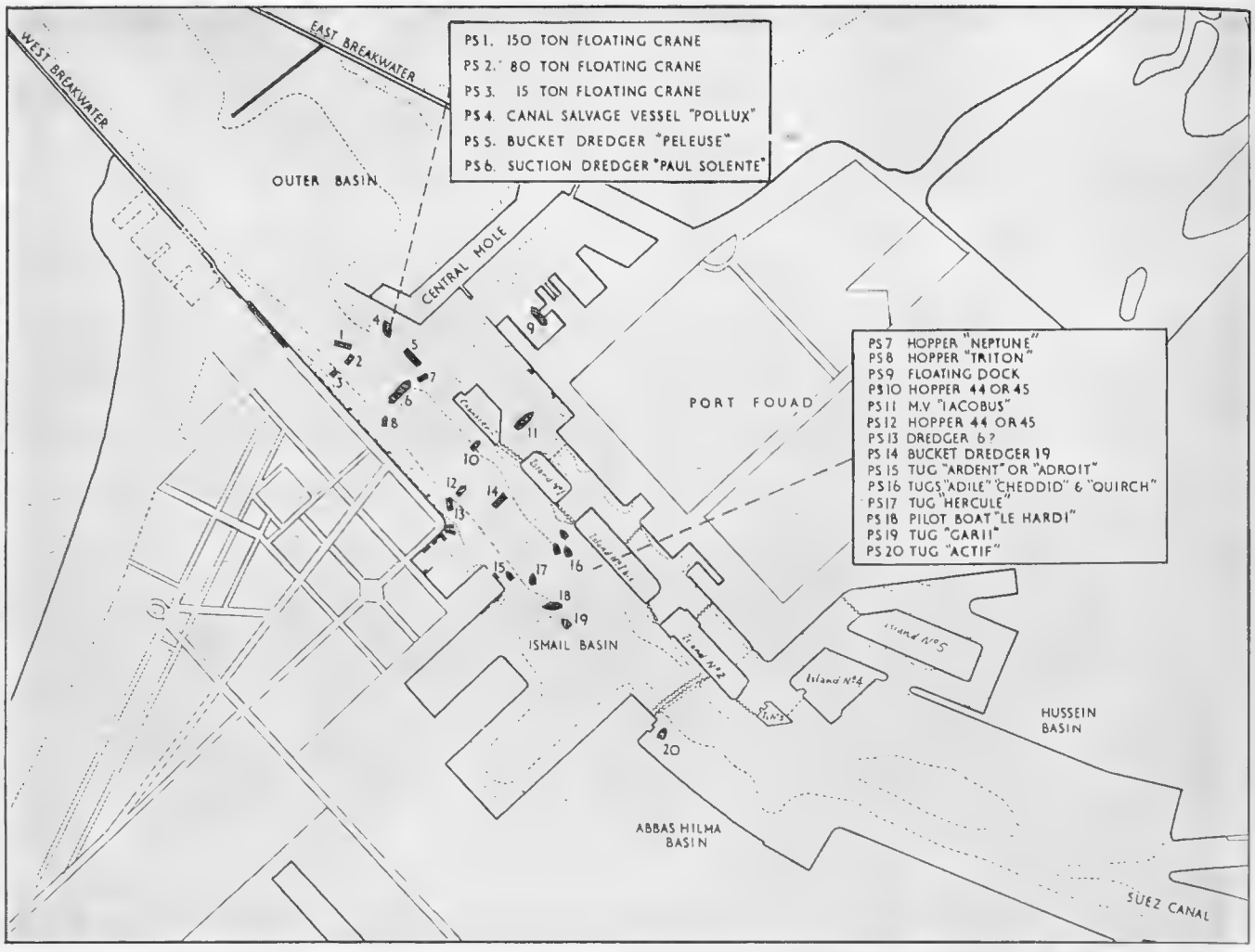
MARCHING OFF TO CAMP: The Danish contingent prepares to move off towards its barracks. Scandinavian units in the Canal Zone were also to include Swedish troops. These nationalities provided many of the U.N. observers.

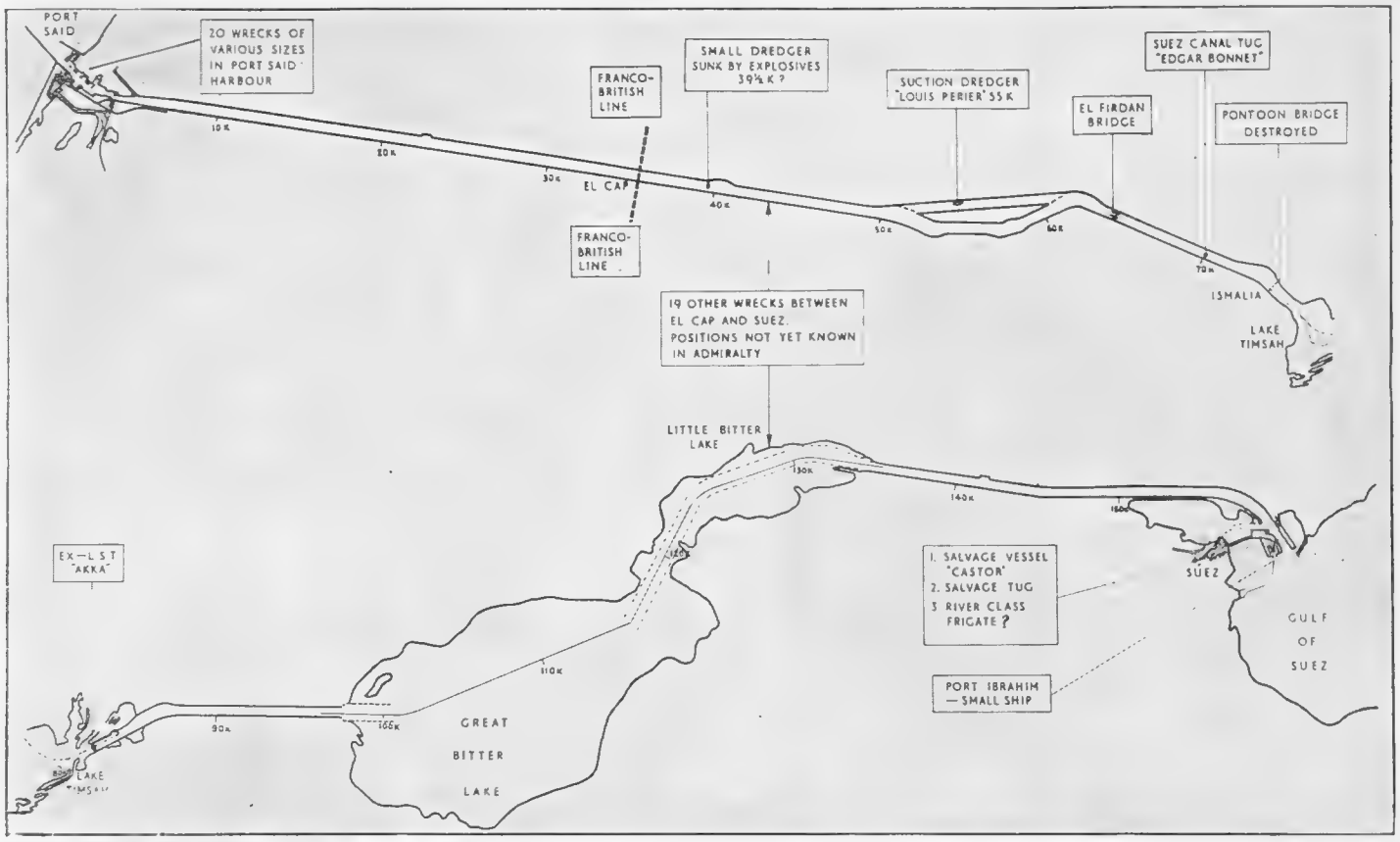
CANAL BLOCKS

Plans of Egyptian Obstructions from Port Said to Suez

In Port Said the positions of the twenty wrecks sunk by the Egyptians have now been fully plotted. For the most part they are in three groups and work has gone ahead to deal with some of them so that tank-landing ships can pass into the harbour. The Allies hold about twenty-three miles of the Canal below Port Said, as far as El Cap. In this section a boat survey has been undertaken and the water swept with wire to a depth of 30 ft. and a width of 300 ft. without finding any further obstructions.

However, over the rest of the Canal, some eighty miles of it, the situation is not so clear. So far twenty-nine obstructions have been reported between El Cap and Suez, including damage to two bridges. The positions of nineteen of the wrecks were not known to the Admiralty at the beginning of this week. But taking the passage of a 25-ft. ship as a measure, it was thought that by no means all the blocks would be effective. How far this is correct may not be known until the United Nations, starts carrying out its surveys for the clearance. (Pictures of clearing the Canal on pp. 318-19.)



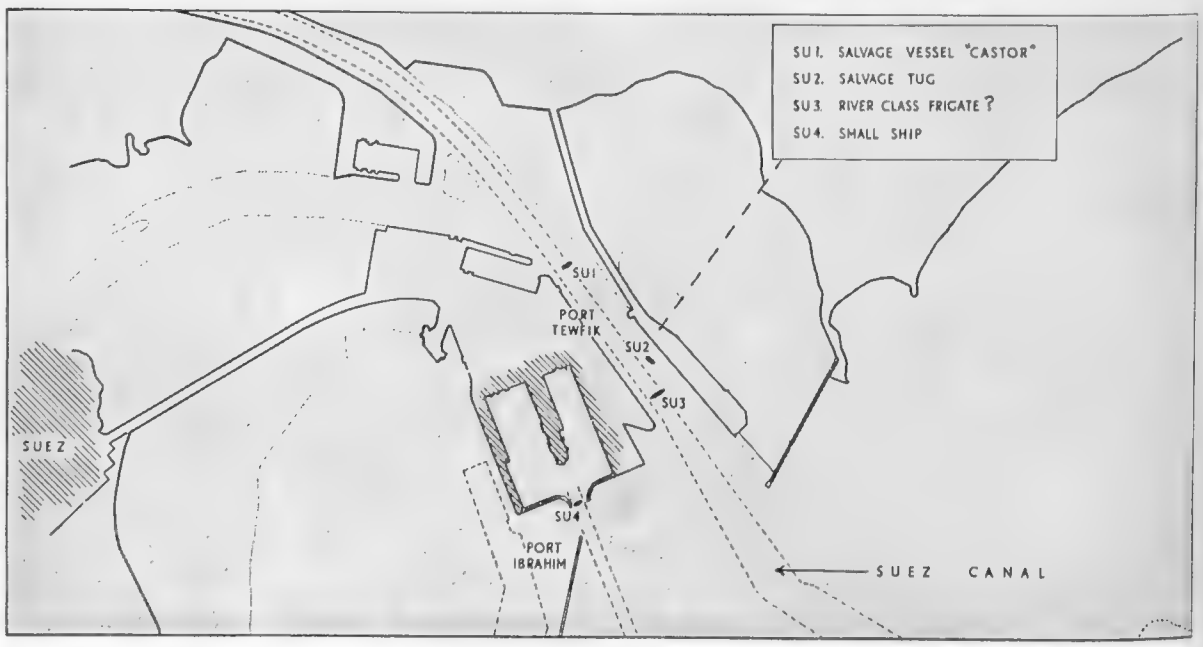


THE OBSTRUCTIONS IN PORT SAID : One of the official Royal Naval plans shows the northern entrance of the Suez Canal through the Outer Basin and harbour of Port Said. Altogether, twenty wrecks have been located in this area. They can be seen in three main groups down the centre of the harbour, with a few single obstructions in isolated positions. In the northern of the three groups the Admiralty reported last week-end that Wreck No. P.S.3, a 15-ton floating crane, has been lifted sufficiently to allow ships of about the size of tank-landing ships to pass. Wreck No. P.S.6, the suction dredger *Paul Solente*, is being made watertight in order to float her clear of the main channel. A survey of the positions of all wrecks in the port area has been carried out and the water has been wire-swept to a depth of 30 ft. along the length of the waterway held by the Allies without any further obstructions being found. However, it will probably be many months before Port Said and the rest of the Canal are open again.

THE EXTENT OF THE DAMAGE : In the two diagrams above, the full length of the 103 miles of the Canal is drawn and the obstructions marked. The map begins with the northern section on top and continues from the left in the lower half. After the twenty wrecks in Port Said itself, there are no further obstructions in the 23 miles of the waterway held by the Anglo-British forces. But in the rest of the Canal down to Suez in the south there are twenty-seven wrecks and two bridge obstructions, the latter at El Firdan and Ismailia. Egypt has been granted United Nations aid in clearance operations.

On right—

AT THE SOUTH OF THE CANAL : The damage at Port Tewfik, by Suez, which is the southern entrance from the Gulf of Suez, consists of four wrecks, two salvage ships, a river-class frigate and a small ship. However, according to Admiralty estimates, not all the obstructions south of the Allied limit of control are thought to be effective if the passage of a 25-ft. draught ship is taken as a measure.



UNITED NATIONS VANGUARD IN EGYPT

The First Group of Observers Arrives to Supervise the Cease-fire

THE UNITED NATIONS TAKE OVER NO MAN'S LAND : A column of white-painted jeeps bearing the first elements of Major-General Burns' observer groups moves out through the last outposts of the Allied lines into No Man's Land towards the Egyptian-held positions. The task of the observers is to supervise the truce and to facilitate liaison between the armed forces of both sides in the area and the incoming police force of the United Nations. An Australian officer, Major A. A. C. Carter, and a French officer, who both arrived with the observers, will remain in Port Said to act as intermediaries between the British and French forces and Major-General Burns, the Commander of the international force. In the meantime, the advance parties of the main force have already landed in Port Sueir, near Ismailia. The force, which consisted of Danish and Norwegian contingents, was flown from Capodichino Airport, Naples, by three DC-6Bs of Swissair chartered by the United Nations. With them were loaded their stores and equipment.

U.N. LIAISON OFFICER : Lieut.-General Sir Hugh Stockwell (right), Allied Commander, stands with Major Carter, the U.N. liaison officer.

On right—

THE U.N. OBSERVERS IN PORT SAID : A group of the observers pose with Lieut.-General Stockwell on the waterfront in Port Said. The group arrived from Haifa in the Royal Navy landing-craft *Striker*, bringing their own truce vehicles. Among them were Norwegian, Swedish, Danish, Dutch and Belgian officers under the command of a Dane, Major Muller.

THE U.N. VANGUARD DISEMBARKS : One of the white-painted jeeps brought by the observer party is driven out of the landing-craft which brought the party from Haifa. *On left*—A long column of United Nations vehicles is parked outside Suez House, the Allied headquarters, where the observers were welcomed by General Stockwell after their landing in the harbour.

b

CLEARING PORT SAID HARBOUR

A Preliminary Survey of the Damage is Made by the Royal Navy and Commercial Salvage Teams

Included in the task force which bore the Allied troops to Port Said were a large number of technicians and specialists whose primary task was to carry out a survey of the Egyptian sabotage in the harbour and in the Canal and to report on the possibility of reopening the international waterway. The initial report put forward by the salvage teams shows that the clearance of the underwater obstacles and the opening of the main channel will be one of the greatest operations of its kind ever attempted. At least twenty-seven vessels have been scuttled in the harbour mouth of Port Said and in the Canal, of which ten are known to be in the main shipping lane. In addition, two bridges have been destroyed and a great deal of Canal equipment sabotaged.

The task of reopening the Canal is one that only a large-scale salvage organisation can undertake. Until the United Nations gives a final decision on who shall carry out the work, the naval and commercial salvage teams already in the area are going ahead in their efforts to clear a temporary channel. Viscount Hailsham, the First Lord of the Admiralty, has stated that the largest possible salvage fleet is being mounted in Port Said and will eventually total some thirty-four vessels, as well as tugs and pontoons.

From the technical point of view the salvage work is severely hampered by the shallow depth of the water in which most of the sunken vessels lie. The most common and expeditious method of removing wrecks is by the use of explosives, but in this particular case fear of permanent damage to the Canal has made it necessary to employ dynamite in only the most exceptional cases. Wherever it is possible the ships will be refloated and towed away. Those too seriously damaged will be cut into sections and dragged away piecemeal. In one or two cases the work is made easier by the haste and amateur methods of the Egyptian saboteurs themselves. Some of the vessels were sunk by merely opening the sea-cocks or cutting holes in the side. These will be the easiest to refloat. But it will be many months before the Canal will be able to return to ordinary routine.

INSPECTING THE DAMAGE: A diver descends from a naval picket-boat to make a survey of the blockships and other obstructions in the mouth of Port Said harbour. Most of the vessels used to block the harbour and the Canal belonged to the Suez Canal Company.

EGYPTIAN HANDIWORK IN PORT SAID: The *Pollux*, one of the Suez Canal Company's fl... of vessels, lies on the harbour bed with its bridge and superstructure blown ap... by Egyptian explosives. Most of the sabotage in the Canal was hastily carried o...

THE BLOCKED HARBOUR OF PORT SAID: Naval small craft move between the ships and quays as the Navy begins its preliminary survey of the damage caused by the Egyptian blockships in the Canal. Beyond the breakwater in the background is a line of tankers and merchant vessels carrying supplies and equipment for the allied forces. Moored in the centre of the picture is a Royal Navy salvage vessel, and to the right behind it, one of the dredgers of the Suez Canal Company which has been sunk by the Egyptians as a blockship. Other blockships are on the right and the left of the naval salvage vessel.

On left—
THE FATE OF A FINE SHIP: One of the larger vessels of the Company lies scuttled in Port Said Harbour with only its superstructure showing above the water. At least twenty-seven vessels have been placed in the harbour mouth and Canal as blockships, and the difficult task of clearing them will take many months. Several tankers and merchantmen are still trapped in the waterway.

SUEZ WAITS FOR UNO

Soldiers and Civilians in the Canal Zone Settle Down in Comparative Calm while the United Nations Prepare to Enter

BRITISH TROOPS ENTRENCH IN THE CANAL ZONE : A patrol of paratroopers watches vigilantly on the road which follows the banks of the Suez Canal, near the southern extremity of the narrow, twenty-mile-salient held by Allied forces. Egyptian units are dug-in a few hundred yards away.

FURTHEST SOUTH : British troops are in occupation of the railway station at El Cap, about six miles north of Kantara. At the time of the cease-fire, this was the furthest point reached by Allied forces in the Canal Zone.

A BRITISH TANK COMES TO GRIEF : A Centurion tank lies ditched on the banks of the Suez Canal. Beyond is an armoured recovery vehicle which is about to rescue the tank. In the foreground members of its crew squat beside the Browning machine-gun which has been removed from the tank's turret and mounted on a tripod in the road to give protection.

By the beginning of last week, the situation in Port Said and the northern part of the Canal Zone occupied by British and French troops had become quieter, as the cease-fire became more effective. Both sides dug in a few yards apart and settled down to await United Nations representatives. There was much reconstruction to be done, for considerable destruction had been wrought in the street fighting when some Egyptian units contested their ground house by house. There were many civilian casualties to be treated, and food was scanty—a shortage aggravated by looting. The level of the Sweetwater Canal, Port Said's only source of fresh water, had fallen. Faced with these problems, the Allied authorities began to clear up the mess. British troops joined their prisoners and Egyptian civilians in clearing away the wreckage. The Egyptian police force was reinstated in authority and re-armed. Civilian casualties were treated in Allied hospitals, and an ambulance train of nine coaches, fitted with stretchers and staffed by Egyptian doctors and nurses, arrived in the British lines to evacuate civilian wounded. It proved difficult to distinguish between soldiers and civilians, for many Egyptian combatants had been hit while fighting out of uniform. The food shortage was tackled by commandeering stocks and bringing in foodstuffs by sea. These stores were distributed free through the shops. Soon, cafés began to fill up as normal life began again.

LOOTERS ARE INTERCEPTED : Egyptians with a cart-load of stolen provisions, including biscuits and flour, are stopped by British troops in a Port Said street. Much looting from warehouses took place in the Canal Zone as food supplies grew short.

MAKING OFF WITH THEIR BOOTY : After looting a warehouse, Egyptians carry off provisions on dozens of overloaded carts. They were deprived of their loot by mobs several hundreds strong who fought pitched battles for the food in the streets.

AN EGYPTIAN HOSPITAL TRAIN ENTERS BRITISH LINES: Draped in an extemporised Red Cross flag and daubed with crosses, a hospital train waits in a siding to evacuate wounded civilians from Port Said.

CLEARING UP THE MESS: A working party of Egyptian prisoners armed with picks and shovels is marched off escorted by French paratroops to begin clearing away rubble from the many damaged buildings.

STREETS AWASH IN A CITY SHORT OF WATER: Broken water-mains or fire-brigade hoses were probably responsible for this desolate scene in Port Said. Ironically, the level of the Sweet-water Canal which supplies Port Said with its fresh water had fallen just after the occupation.

BRITISH TROOPS HUNT FOR SNIPERS: Infantry, supported by a tank, search the ruins of a building for snipers. During the early stages of the cease-fire in the Canal Zone there were several outbreaks of shooting, started by provocative acts of Egyptian patrols. British troops refrained from firing unless they were attacked, and did not advance beyond their cease-fire positions. Two Press photographers who ventured beyond the Allied forward positions at El Cap were killed by the Egyptians.

LEADERS OF THE ARAB STATES MEET IN BEIRUT: In front from the left are King Faisal of Iraq; King Hussein of Jordan; President Kuwatly of Syria; King Saud of Saudi Arabia; and President Chamoun of Lebanon. They are leaving the hall in Beirut after a session of the conference of Arab States, also attended by representatives of Egypt, Sudan and Libya. The conference issued a statement threatening Britain, France and Israel if they did not withdraw immediately from Egypt.

ARABS CONFER

Middle East Rulers in Beirut Warn Britain and France

The Arab rulers, in their conference at Beirut last week, united in approving the United Nations' resolution concerning what was termed the "aggression" of Britain, France and Israel in Egypt. They emphasised the need for these resolutions to be fulfilled. The communiqué after the talks also issued a warning to Britain, France and Israel demanding the immediate withdrawal of their forces from Egypt. If this was not done, the Arab States declared they would apply the provisions of Article 41 of the United Nations Charter (which deals with economic sanctions) and Article 2 of the Arab League Collective Security Pact (which provides for collective Arab action, including military measures, if one of their number is attacked).

However, on other points of policy there were reports of disagreement. A majority is said not to have supported a proposal that Lebanon should break off diplomatic relations with Britain. And Iraq is understood to have expressed strong disapproval of the blowing-up of the pipe-lines in Syria.

RULERS OF THE MIDDLE EAST: The Kings of Iraq and Jordan, on the left, and the President of Syria and the King of Saudi Arabia, on the right, are together before the conference.

THE SYRIAN POINT OF VIEW: President Kuwatly discusses the policy of his country with King Faisal and King Hussein during a break in the sessions of the Arab conference at Beirut.

APPROVAL OF UNITED NATIONS RESOLUTIONS: The Saudi Arabian delegation (left) and the Jordanian delegation are seated in the conference hall. The Arab States announced their appreciation of the United Nations General Assembly's resolutions concerning the Anglo-French-Israeli "aggression."

A MASQUE AT GRAY'S INN

The Queen Attends an Adaptation of an Elizabethan Masque Performed in the Hall

The *Masque of the Prince of Purpoole*, performed before the Queen in the Hall of Gray's Inn, is the first theatrical presentation seen by a reigning Sovereign in any of the Inns of Court since King Charles II visited the Hall on Candlemas Day in the Hilary Term of 1670-71. Originally performed in 1594, the masque takes its name from the Inn itself, which, in the fourteenth century, was the manor house of Purpoole, or Portpool. The Christmas Prince, chosen by custom among the junior members to rule a mock court and preside over the seasonal revels, thus took his title from the old name. In the latest adaptation of the masque made by Mr. Robert Atkins, the performance was considerably simplified in comparison with its original and shortened into five scenes. It opened with a prelude which presented various members of the society in 1594, among them Lord Burleigh, Francis Bacon, and Sir Thomas Heneage. The Jester of the Lord of Misrule then took over the offices of the head porter. The following scene consisted of the installment of the Prince and a ballet. After an interval the final parts began, the presentation ending with the address of compliments to the Queen.

THE QUEEN IN THE HALL OF GRAY'S INN: Seated in a chair of state the Queen attends a performance of the *Masque of the Prince of Purpoole*. Seated on the right are the Duke of Gloucester and Lady Stone. On the left are the Duchess of Gloucester and Sir Leonard Stone, the Treasurer of the Inn.

On right—

A DANCE OF NYMPHS AND TRITONS: A ballet, arranged by Geraldine Stephenson, is danced as an interlude in the masque. The scheme of the production was designed by Mr. Robert Atkins.

AN ELIZABETHAN REPAST: The performers in the masque sample wine beforehand from Tudor drinking goblets at a table laid out in the Hall with period platters and wine jugs unearthed among the foundations of the Inn during rebuilding. The performance of the masque was the first attended in one of the Inns of Court by a reigning Sovereign since the days of Charles II.

On right—

AN ADDRESS TO THE QUEEN: Mr. Robert Speaight as Esquire addresses to the Queen the compliments paid to the first Elizabeth when this scene from the original masque was played before her at court. In the centre of the picture is Proteus, the sea god, son of Poseidon, played by Mr. Dennis Chinnery. This scene was the climax of the masque. The Elizabethan version was very elaborate in both composition and presentation. It lasted from December 20, 1594, until the end of the Twelve Days of Christmas and the production was resumed at Candlemas and again at Shrovetide.

PREPARATIONS FOR ELECTRIC TRAINS

Work is going Ahead at Barking on a New Electrification Scheme by British Railways

PRELIMINARY WORK AT BARKING IN CONNECTION WITH THE ELECTRIFICATION OF THE FENCHURCH STREET-TILBURY-SOUTHEND-ON-SEA (CENTRAL) LINES : A contractor's derrick towers over the Loxford Water Channel near the site where a new double-track bridge is to be built over the River Roding.

EXTENSIVE CONSTRUCTION WORK ALONGSIDE THE PERMANENT-WAY : This view looking west shows work in progress on a retaining wall in connection with the vast programme of reconstruction at Barking, an important junction on the Eastern Region of British Railways in metropolitan Essex.

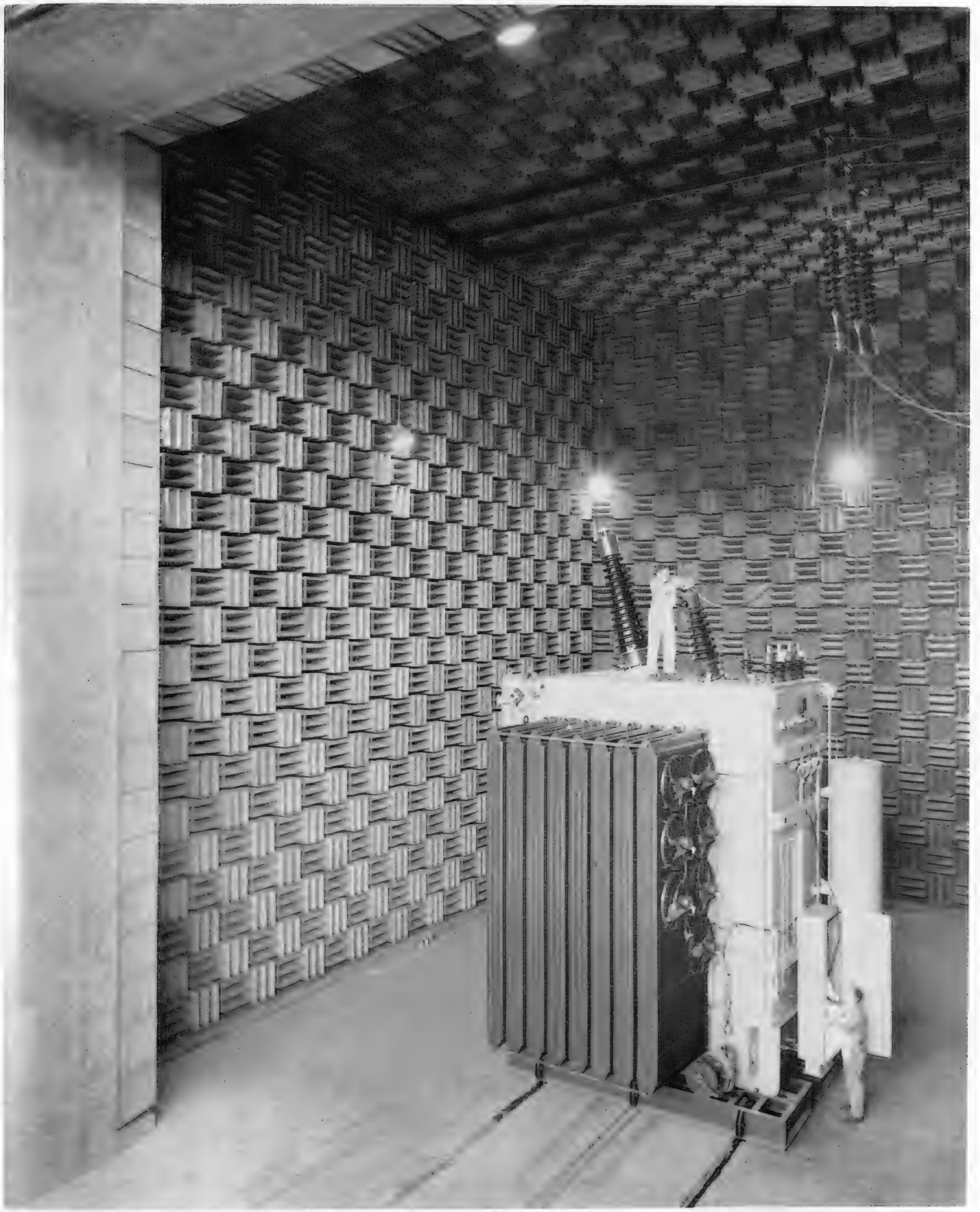
AT ONE END OF THE SITE OF THE PRESENT WORK : Near a sign announcing the modernisation of the track, contractors' workmen are engaged in the construction of a retaining wall.

The electrification of the lines running from Essex towns into Liverpool Street and Fenchurch Street Stations will reach a further important stage at the end of this year when the electrified line to Chelmsford is extended to Southend-on-Sea (Victoria). Meanwhile, work on another scheme is going ahead at Barking in connection with the electrification of the London (Fenchurch Street), Tilbury and Southend (Central) lines, announced under the British Railways £1,200,000,000 modernisation and re-equipment plan. This scheme will be one of the most complex railway engineering projects ever carried out and the work at Barking is not expected to be completed until 1959.

The rearrangement at Barking involves considerable work, including the construction of a new double-track bridge over the River Roding and a main fly-over west of the station to carry traffic to and from Woodgrange Park over the main London-Southend and London Transport District Lines. A second fly-over west of the station and a "dive-under" east of the station will enable other lines to cross each other without causing undue congestion. The fly-overs will also eliminate crossing movements of freight trains with a corresponding improvement.

The scheme also provides for the expansion of Barking Goods Yard by transferring it to Ripple Lane near a new marshalling yard. Barking Station buildings are also to be reconstructed and many other installations are to be modernised. The signalling system will be reorganised and this will include the construction of a new signal box to replace the present boxes, which will eventually control all train movements as far west as Plaistow, as well as the District Line signalling. A new stabling depot for London Transport trains is to be provided east of the station. Messrs. W. and C. French Ltd., of Buckhurst Hill, and Messrs. Holmpress Piles Ltd., of Hull, are participating in the present work.

PREPARING THE SITE FOR ONE OF THE TWO FLY-OVERS : It is only a short distance from the station. In addition to the two fly-overs, the scheme includes the construction of a "dive-under"; new station buildings; a new signal-box to replace the present boxes; the transfer of the present goods yard and a new marshalling yard. The work at Barking is expected to be finished by 1959.



A NOISE-TESTING ROOM FOR TRANSFORMERS : The engineers are dwarfed by this large transformer in the vast noise-testing room at the transformer division of the Westinghouse Electric Corporation in Sharon, Pennsylvania. The walls of the room are 60 ft. high and it is used primarily for research into the design of more efficient and quieter transformers.

A GIANT TRANSFORMER

Engineers are Dwarfed in the Westinghouse Test Vault

The Westinghouse Corporation is carrying out a large-scale research programme in the transformer division at its plant in Sharon. The purpose is to produce smaller transformers than hitherto, which must none the less be as efficient, or possibly more so, than the older types. Equally important is the reduction of noise, for transformers which distribute supplies of electricity all over the country tend to interfere with the function of much other electric equipment, notably radio and television reception.

Engineers at Sharon are making full use of the Corporation's huge noise-testing room, or anechoic vault, to give it its proper name. It is 70 ft. long, 55 ft. wide and 60 ft. high. Each wall is composed of 12 ins. of concrete, a layer of galvanized sheet steel, a 2-in. blanket of glass fibre in a 9-in. air space and 3-ft.-thick fibre-glass wedges. The layer of steel lining the concrete allows the room to be used for measuring possible radio interference.

The transformer being tested in the picture above is a large one. Where local needs require it, transformers of the future will still have to be of considerable size, the largest weighing more than 400 tons and being rated at more than 500,000 kVA. (kilo-volt-amperes). But wherever possible the aim will be smaller apparatus. Besides the advantage of lessening noise, which should apply to all transformers, the smaller types have a further benefit to the community in that they will not be so prominent in the surroundings of natural beauty in which from necessity they have often to be erected. So the research is of interest to the general public as well as to technicians.

A WAR-DAMAGED ANCIENT MONUMENT IN LONDON WHICH IS RECOVERING ITS FORMER GLORY: On the extreme left is the Master's House with its Georgian porch in the historic Charterhouse in Clerkenwell. Next to it is the fifteenth-century gateway. The mulberry trees overhanging the wall beyond are over 400 years old. In the right background is the bell-tower over the chapel. Charterhouse, which in 600 years has been monastery, palace, school and hospital, was heavily damaged by bombing in 1941 but restoration of its buildings is now nearing completion.

PROGRESS IN RESTORING CHARTERHOUSE

Work is Nearly Complete on Historic Buildings in Clerkenwell

In the restored Great Hall of Charterhouse on December 12, the Founder's Day dinner of the Old Carthusian Club (the old boys of Charterhouse School) will be held for the first time for eighteen years. This is evidence of the great progress which has been made in the restoration of the historic buildings in Clerkenwell. They were among the many heavily-hit victims of the German air raid on London on May 10, 1941. The post-war reconstruction is in the hands of the architects, Lord Mottistone and Mr. Paul Paget.

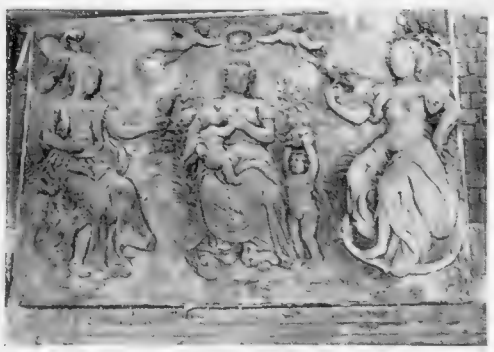
The long history of Charterhouse began with the establishment of a Carthusian monastery on the site in Clerkenwell in 1371. The foundation flourished until the Dissolution of the Monasteries in 1545, after which some buildings were demolished and others became the palace of successively Sir Edward North, the Duke of Northumberland and the fourth Duke of Norfolk. In 1611 Thomas Sutton founded there the Hospital of King James in Charterhouse. It consisted of a school for boys and a hospital for poor brethren. The school, moved to Godalming in 1872, has developed into one of the country's great public schools. However, the brethren have continued to live in Charterhouse, apart from a wartime break.

THE GREAT HALL OF CHARTERHOUSE: The building has been restored and work is in progress on the Master's Court in front of it. Much of the stone for the original Hall was taken from the earlier monastic Charterhouse Church. Next month the Founder's Day Dinner of the Old Carthusian Club will be held in the Hall for the first time for eighteen years.

REPAIRING A TUDOR SCREEN: It stands at the west end of the building it was severely damaged by fire. Marks from the fire can still be seen on the columns

WORK ON THE RESTORATION OF THE BROTHERS' LIBRARY: Over the fireplace are the arms of Thomas Sutton, who began the modern development of Charterhouse when he founded there in 1611 a free school for poor boys and a hospital for poor brethren. The school is now the great public school which was moved in 1872 to Godalming. However, brethren continue to reside at Clerkenwell.

...of the Great Hall and in common with the rest ...endiary bombs from German wartime raiders. ...ns of the screen on which the men are working.



A SEVENTEENTH-CENTURY PLASTER PANEL: It depicts Faith, Hope and Charity, and was salvaged after the war from the Master's house.

THE GREAT CHAMBER CEILING: The fine plaster-work dates from the sixteenth century. Beneath it Elizabeth I prepared for her Coronation.

INSIDE THE GREAT HALL: The gallery, of which the woodwork is being restored, was added to the Great Hall in the seventeenth century to facilitate communications between Thomas Sutton's Hospital and his school in the Charterhouse.

THE LAST WORD IN BIOGRAPHY

Classifying the Great; the Policy of "D.N.B."; Biographies Written too soon; Novel-Biography

By JOHN GORE

THE LAST WORD IN BIOGRAPHY.—The late Mr. George J. Smith, who contracted the unpleasant habit of marrying for gain and of disposing of his "wives" in baths, was reported to have said of one of them, when he had pulled her out and dumped her on the floor without ceremony:

"When they 're dead, they 're done."

These poor ladies were not of the type who gain even a half-column in the *Dictionary of National Biography*. They merely flit through the pages of "Famous Trials" and other criminological literature. But Mr. Smith's hard saying is broadly true of most of the human race not deemed of sufficient importance to figure in their national biographical records. You and I and the Mrs. Smiths and our sequestered careers have no further interest for Posterity, outside our immediate families, five years after our deaths. It is a disturbing truth for the ambitious mediocrity, though it rarely curbs his ambitious activities while he lives.

How different it is with national worthies, and not only with the small and select band of the really great—the Napoleons, the Pitts, the Churchills, and so forth. Posterity's interest in the careers of its national notables extends to a much wider group and covers even those who would not have figured in their national biographical dictionaries on worth alone, but who remain perennially interesting to Posterity because of their contact with historical events or because of the romantic circumstances that invested their careers.

The Policy of "D.N.B."—Thus, because Posterity demands it, our own *D.N.B.* supplies particulars, longer or shorter notices, of three distinct types: The "few," the truly great, the acknowledged world figures, Shakespeare, Pitt, Nelson, Marlborough, Wellington and such. The middle cut, the men and women who rose to the top of their professions, the-not-quite first-rate authors, poets, the successful generals and admirals, statesmen, doctors, lawyers, scientists and administrators, and finally the "Jenkins' ears" among our dead who by chance impinged on history through no merit of their own and influenced the course of history and of historical characters, or by their eccentricity coloured their own lives with perennial romance; the Nell Gwynns, the Caroline Lambs, the Osbaldestons, the Beau Nashes, *et hoc genus omne*. Around the careers of people in all these three groups of worthies a vast literature has grown up which (it might be supposed) could be justified only with those in the first group.

If every paragraph printed concerning Shakespeare since 1600 were collected under one roof, an outsize building would be required to house the collection; and its erection at public expense might well be justified. If a similar collection were made of printed words on Caroline Lamb or Nell Gwynn, it, too, would need a good-sized library to contain it; and can you fairly say that the last word has yet been said on the giants or on these chancy romantic minnows?

Far from it. I wager that at this moment some American professor or other pioneer is engaged on a definitive estimate of Shakespeare or on some facet of his genius, and that some romantic female is putting the final touches to a new look for poor Caroline or poor Nelly.

And why? If the scientist can recreate the bodily form of a prehistoric beast from one single bone relic, it follows that a scribbler can present a new look for any popular worthy by means of a recently discovered tibia. And these little fragments are always turning up when diggers into the past sift the soil.

It is still just barely possible that someone probing in Stratford-on-Avon or Southwark will reveal a hidden cache of faded writing which will throw a new light on Shakespeare or block in with facts the cruel lacunæ in his career. As we march nearer our own times, we realise that the archives of old manor houses and charter rooms are as yet by no means bare cupboards but, on the contrary, are goldmines only now being seriously and sensibly tested and proved. It remains to say that, in the glut of books now annually turned out, the "new look," based on no newly-discovered tibia, is hardly justified.

Biographies Written Too Soon.—What is tolerably certain is that we are prone much too soon after their deaths to attempt "definitive" biographies of our worthies in any category. This is especially true of sovereigns and of politicians. There is no fog so hazing as the fog of political controversy, and it is a fog very slow to disperse.

Then again it is the function of hoarders to hoard. Not all of us, who hold letters or recorded confidences from public figures, leap to surrender them to biographers before the subjects are cold in their graves. Many of us don't appreciate the value of our hoards; we may be too ignorant or too little interested in politics to do so, or we may be too lazy to blow the dust off our files, or we may retain a Victorian idea of the sanctity of confidences. Often enough it is an intelligent grandchild who unearths our unsuspected gem or unknown nugget and passes it on to form the centre-piece in a new biographical tiara.

Our own *Dictionary of National Biography* is a superb publication, conceived in mid-Victorian days. It was a formidable task in the '80's of last century to unearth, select and epitomise from existing records the "worthies" of Britain from ancient times to present-day. It was done, and, impossible as the task seemed, in some ways it was easier to do satisfactorily than is the case with the supplements. Take St. Augustine, who died about A.D. 607. It was improbable that 1,200 years after his death private archives would yield new light on his known career. On the other hand, take Wellington. A few years after *his* notice was in print, up jumped a man called Creevey who had been lying for years under a brown-paper blanket in an attic in a Northumberland County house, and gives the world the account of his interview with the victor of Waterloo on the morrow of the battle, with the Duke's "So nearly run a thing," and other illuminating observations, which no biography would fail to record.

And now in the difficult task of keeping up to date, it is the *D.N.B.* editors' practice to publish supplements at ten-year intervals, and that is a policy both necessary and undesirable. Necessary in order to use contemporary evidence while available, undesirable because the whole story cannot possibly be available. Indeed, in the cases of kings and statesmen, it often follows that the official political biography does not figure as an authority in the *D.N.B.* notice. It is so with George V, whose chief printed authority is the Personal Memoir.

It is quite essential to secure punctually the evidence of contemporary intimates before they die, but the full-length and political biographies of kings and statesmen cannot possibly be definitive in ten years or twenty years after their deaths. The cases of George V and VI, Bonar Law, Chamberlain and Baldwin already indicate that truth.

I feel no doubt at all that these official biographies are undertaken far too soon after the subject's death. It often takes a generation for the fogs of political controversy and prejudice to thin out and make possible a fair and impartial portrait, and I take the view that if official biographers took forty years over their tasks or came to their tasks with the fruits before them of forty years of research and notebook-making by scribes, not only would official biographies be more dependable and permanent authorities, but the tendency to supplement the full picture with studies of this feature or that would be checked and with advantage.

Novel-Biography.—For these supplementary pictures tend to perpetuate false legends, and confound the truths of history. An official biographer is usually a writer who comprehends his trust and understands and follows the rules of evidence. He rejects hearsay and prints nothing not strictly proved. The average novel-biographist—often female—is a novelist before he or she is a biographer, and prefers the romantic to the authentic; she puts words into the mouth of her subject which no contemporary ever recorded, and carries down the ages legends of last words spoken or picturesque actions done which would have no leg to stand on in a Court of Law.

Thus the truth of history is "sicklied o'er" with the treacle of romantic legend, and poor little Lady Caroline, Byron, Lady Hamilton and Nelson, Charles II and his loves, Elizabeth and Essex, must forever be exhibited through the spectacles of contemporary gossip and prejudice.

Some of these victims of our undying appetite for romance and sensation retain in Posterity an importance which they never merited. Some of them indeed were of no more importance than Mr. Joseph Smith's drowned wives, as chancy survivals on the page of history as one-eared Jenkins or Don Pacifico.

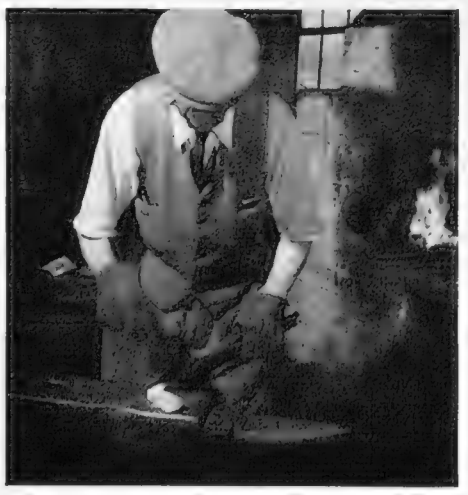
Not long ago I considered on this page—"The Best Brains in the Country"—the difficult problem of assessing merit and even success and of rewarding them. In Life's circus, there are giants and freaks and ordinary stage-hands, and I think we must accept it that while most of the stage-hands are passed over unnoticed and soon forgotten, yet in our catalogue of national worthies, we excusably let in a number of freaks among the giants. We record Brougham and Byron, of course, but slip in a mention of Beau Brummell. Nelson figures, of course, but so does Beau Nash. We give several columns to Laud and Lloyd George and Lister, but don't forget to mention the Ladies of Llangollen.

The conclusion is that we can leave the freaks to be misrepresented in novel form for recreational purposes, but that if we wish the truths of history to be strictly preserved in our records of really important people, we must adopt a much more careful go-slow policy in turning out official biographies of our genuine worthies.

A DYING CRAFT

David Brodie is the Last Hand-Forger of Iron Golf-Club Heads

In the small town of Anstruther, on the south coast of Fife, one of the best-known characters is Mr. Dave Brodie. In one sense he is unique, for he is the sole surviving blacksmith still making hand-forged iron golf-club heads. He is renowned locally even among people who never handled a golf-club in their lives, but the reputation of the Brodie head among golfers is international. Brodie has been building up this reputation over a career of fifty-five years, and there is an enormous demand for his products. By the end of this year, he must send 10,000 heads to New Zealand, 5,000 to Canada, and fill several orders of 1,000 or more from many other parts of the world, quite apart from standing orders in this country. On the other hand, like many other craft industries, hand-forging of golf-club heads is dying out. Before the war Brodie employed twenty men and worked night shifts. Now he has ten men and will not be able to replace them, for in the last ten years he has found only one young man willing to become an apprentice and learn his trade the hard way. David Tasker, Brodie's first forgeman, is over seventy, like Brodie himself, and the average age of his other employees is sixty. When Brodie heads are no longer made, many will miss them, for although the machine can produce more heads, the balance of the hand-made head is generally acknowledged to be superior. Individual players go to Brodie with their special requirements and idiosyncrasies, which he records and can duplicate exactly in the future.



THE BRODIE HEAD IS FORGED: In this Scottish smithy, the last hand-forged iron golf-club heads are made. *On right*—David Brodie shapes the head of a putter. The products of his craftsmanship are world-famous.

A UNITED STATES SUBMARINE GOES TO THE RESCUE OF A FISHING BOAT: The U.S.S. *Dogfish*, with members of her ship's company stationed on the bows, approaches the burning fishing boat *Agda*, to help in rescue work off Montauk Point, north-east of New York. Although the 56-ft. *Agda* eventually sank, her crew of five were rescued by another fishing boat, *The Seahawk*. At the top of the picture is a pontoon of a U.S. Coast Guard plane which circled overhead during the incident. Also taking part in this extensive rescue operation was the modern, large United States destroyer *Willis A. Lee*. The fishing boat *Agda* was outward bound from New Bedford, in south-eastern Massachusetts.

THE TOLL OF THE SEA

Disaster Overcomes a Freighter and Two Fishing Boats

THE CREW OF A STRICKEN GERMAN FREIGHTER ARE RESCUED AT SEA: They are gathered at the stern of the *Helga Bolten* in the Atlantic, 400 miles east-south-east of Cape Race, Newfoundland, while waiting to enter the life-rafts (seen approaching the ship on extreme left) sent out by the U.S. Coast Guard cutter *Chincoteague*. All the freighter's crew of thirty-two men and one woman radio operator were rescued by the cutter.

FLOATING TO SAFETY IN THE ATLANTIC: Two life-rafts, carrying some of the crew of the German freighter *Helga Bolten*, are seen as they neared the Coast Guard cutter *Chincoteague* during the rescue operation. The stricken freighter, which was laden with coal, was outward bound from Norfolk, in Virginia, on a journey to Bergen, in Norway.

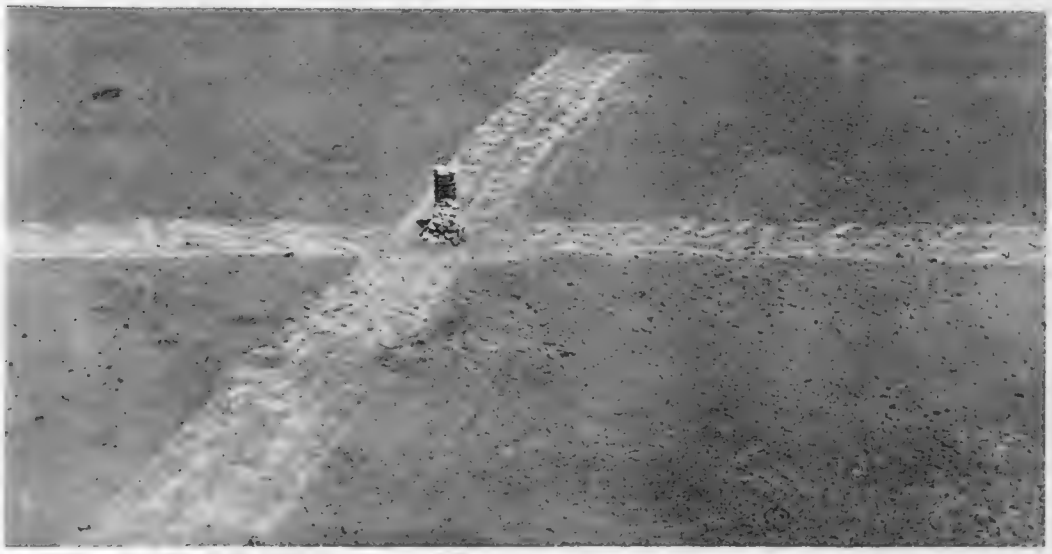
A FRASERBURGH DRIFTER AGROUND: Members of the crew of ten of the 47-ton *Stephens* clamber back on board during low tide to salvage gear several hours after the drifter had been driven ashore during a gale at Forgie Sands, 10 miles south of Peterhead, Aberdeenshire. Earlier, they had been rescued by breeches-buoy sent out by Collieston life-saving apparatus crew. Peterhead lifeboat was also launched to help in the rescue. *On left*—Some of the crew's personal effects are brought ashore. At the time of the accident the Scottish drifter was returning from the East Anglian herring fishing ground and was within 40 miles of her home port.

THE END OF A MINE IN THE LIBYAN DESERT: Black smoke rises from the burning charge of a wartime German Teller mine after the detonator has been removed by a clearance party in the Libyan Desert. Large areas of the desert in Cyrenaica and Tripolitania are being cleared of mines by a Swiss-American firm of specialists under contract to the British Petroleum Co. Ltd., who have been granted extensive oil concessions there. The minefields remain from the battles in North Africa.

SEARCHING FOR OIL IN A LIBYAN MINEFIELD

The British Petroleum Co. Ltd., has been Granted Four Concessions in Libya

RELICS OF WAR: This dangerous "thermos" bomb is one of a type that the specialists prefer to detonate on the spot rather than attempt to dismantle. *On left*—One of the mine-clearers has registered a suspected object and calls a supervisor to inspect the spot.



MAPPING OUT THE NEW CONCESSIONS: A heap of stones and an old oil drum mark the centre of this survey beacon erected by a preliminary reconnaissance party in Southern Cyrenaica. While the mine clearing continues, the task of surveying the four new concessions is being started by B.P.

SEARCHING A MINEFIELD: A "clearer" uses a Mark 4a British Army type detector while sweeping a path. On the left is a locally engaged track-marker, who marks the outer limits of the cleared path.

The four new oil concessions which the British Petroleum Company has acquired in Libya have presented the company with one of the most unusual exploration tasks it has yet faced. Large tracts of the concessions in Cyrenaica and Tripolitania were fought over during the North African campaigns of the last war and extensive minefields still lie throughout the desert. Before the geophysical work of the company's base teams can be carried out, all the minefields in the concessions must be cleared away.

The task is made all the more difficult since many of the minefields were laid during the swift-moving tank battles, and no record of their location and size was kept by either of the opposing armies. Again, many of the minefields have been cleared by local populations or by official bodies, but in a large number of cases this clearance has not been reported. For these reasons and for others, the official map of the minefields in the concession areas has proved to be inaccurate. Consequently, much of the ground has to be treated as suspect.

A Swiss-American firm of specialists—Messrs. Gaynor, Rieter and Company—has been engaged by B.P. to clear the minefields before the main oil survey is started. This company has great experience in similar work and their experts had lifted and neutralised the explosive charges from some 100,000 mines before the present task was undertaken.

The working party which the Swiss-American company has sent into the concessions consists of a Swiss "co-ordinator" responsible for the party's overall programme and efficiency; two Italian "supervisors" and four Italian "mine-clearers." A certain amount of local labour has also been engaged as "track-markers" and "path-fixers" to the individual clearing teams. As a unit, the party is entirely independent, having its own transport, water trailers and generators.

A well-drilled procedure is followed by the clearance parties in setting about a minefield. The first step is to sweep a straight pathway through the suspected area. One of the supervisors will take a magnetic bearing and a point is registered about 400 yards or so ahead. A clearing party equipped with one of the latest British Army type mine detectors will then set out along the line of this bearing, clearing the ground in front of it and marking the centre line of their path. Once the first path has been swept, a second team, starting from the end of the swept track, will start to search on one side of the centre line up to a distance of 8 ft. A third team will carry out the same procedure on the other side of the central line. In this way a stretch of cleared ground about 16 ft. in width is swept by the teams and clearly marked out. The average speed of the work is over 3½ miles a day.

When this main track has been cleared, a series of secondary paths of equal width are swept running across it

THE ROAD FROM TRIPOLI TO TIMBUCTOO: A narrow ribbon of tarmac, forming the road from Tripoli to Timbuctoo, climbs up a scrubby desert hill through Concession 34, one of the concessions acquired by the British Petroleum Co. Ltd. Most of the desert in the picture belongs to this concession which is being surveyed by the Company's advance parties.

DISCUSSING THE DAY'S PROGRAMME: Members of the mine clearance party at work in the concessions decide on the route to be taken before setting out from their base camp area in the middle of the desert.

SURVEYING FROM A HILLTOP: A member of British Petroleum's survey team takes bearings high up on a hill in Concession 34. Two base camps have been set up by the survey party, one in Tripolitania, about 30 miles south of Tripoli, and the other in Cyrenaica, 150 miles south-east of Benghazi.

at right angles. The teams are then free to move about the minefield area at will and to concentrate their efforts at any required point.

The actual neutralising of the mines is the responsibility of the four clearers. When a suspicious object is registered on the detector, everyone except the clearer withdraws to a safe distance. The mine is then uncovered and if the clearer recognises the type as being one he can deal with himself he removes the detonating mechanism and carries the charge away for disposal. Should the mine, however, turn out to be one of a special type, the clearer will seek the advice of his supervisor. If he in his turn is unable to identify the type of mine, or if he believes it is one of the highly dangerous anti-personnel bombs, he refers it to the Mine Clearance Supervisor, an ex-Royal Engineer Officer now a member of the B.P. staff, who is capable of dealing with any known type of mine. It is he who gives the final decision whether the mine should be neutralised or blown up on the spot.

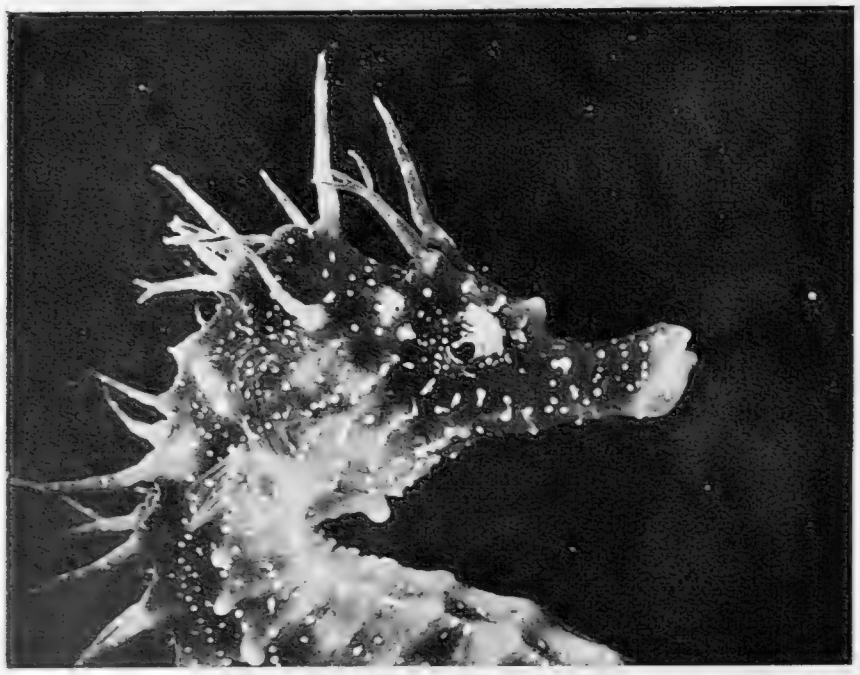
Apart from the inherent difficulties and dangers of mine-disposal, the party must face the natural hazards of desert work. Their base camp is some 150 miles from the nearest village, Soluch, which lies 50 miles south of Benghazi, where the Swiss-American firm have their North African headquarters. The supply of fresh water and vegetables for the base camp is thus a constant problem. The water is brought up to the working parties in three water trailers, one of 300 gallons and two of 500. In addition to the tinned meat which is the basic diet, the teams occasionally have the good fortune to shoot some hare, rabbit or gazelle.

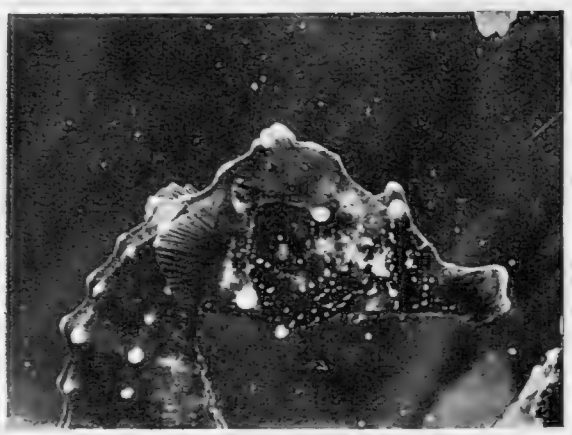
Their work brings them in daily contact with the relics of the races and civilisations who lived in the desert wastes of Libya, hundreds and even thousands of years ago. Some of the most common of these relics are the "Birs," or water cisterns, mostly of Roman origin, the remains of which are scattered over the desert in low-lying ground. Originally, the cisterns were built in hollows where water might be expected to accumulate. They consist of shafts sunk to a depth of 10 ft. or so with an excavated chamber underneath. Some of these chambers are as large as 90 ft. by 40 ft., and sometimes are developed into a large system of underground galleries and caverns. The general architectural pattern is one of level floors, perpendicular walls and flat roofs supported by columns cut from the living rock.

During their mine-disposal work the party has so far come across fourteen different types of snake, most of them of poisonous varieties. This natural danger of desert work, together with the constant threat of a lack of water and the hazards of mine disposal has made the exploration one of the most difficult ever undertaken.

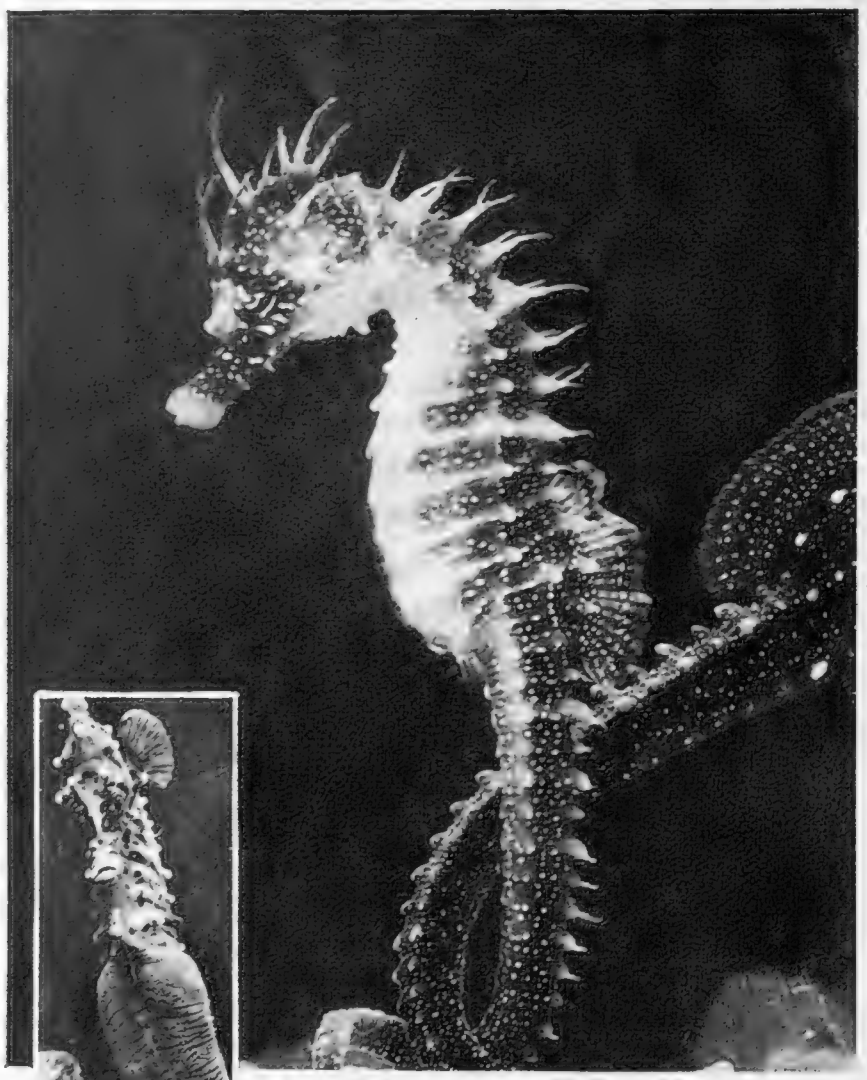
POSEIDON'S CAVALRY

New Studies of the Unique Mediterranean Sea-Horse

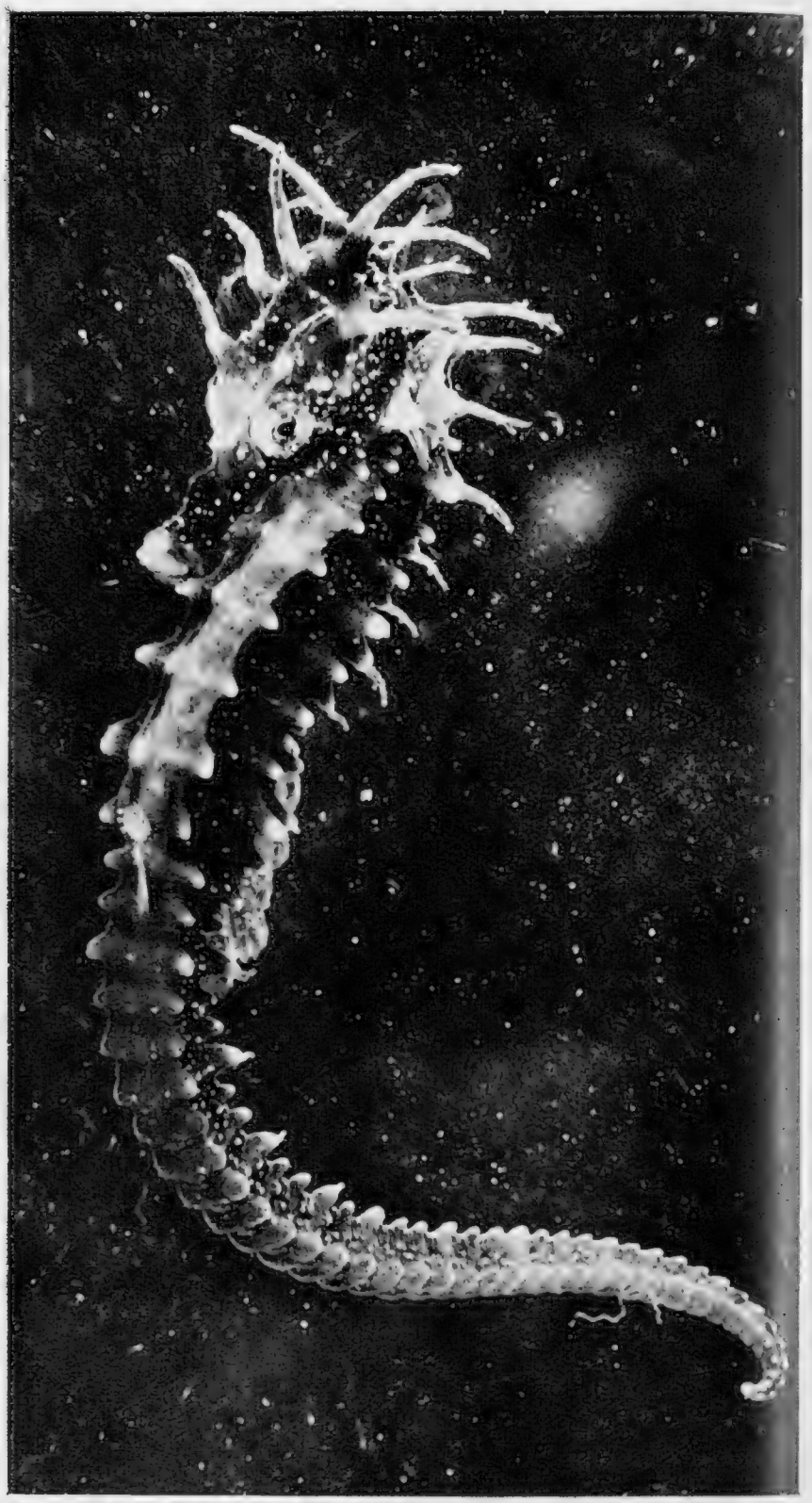




A FISHY EYE IN A HORSE'S HEAD: The sea-horse unites in one body a peculiar combination of fish-like and equine characteristics. Though a fish, it has an upright stance when in motion, which is unique among fish, has no tail fin, and can bend its large head on a flexible neck. In common with other fish the sea-horse breathes through gills, swims with fins and lives on tiny marine life. *On right*—On this young sea-horse, the horn-like spines of the adult have not yet developed fully.



A FAMILIAR POSE: The sea-horse's tail is looped around that of a companion. Its single dorsal fin propels it forward through the water. *On left*—The male carries eggs laid by the female in the large brood pouch on its underside.



ONE OF THE OCEAN'S STRANGEST SHAPES: Its scaly skin and the spines on the sea-horse's head, neck and back help to camouflage it. Anchored by its tail to a seaweed stem, it resembles a marine plant. The sea-horse is a native of warm waters, and is common in the Mediterranean and the South Atlantic. It is sometimes found off the western shores of Britain and Eire.

Hippocampus Hippocampus is a small creature, generally about 7 ins. long, but it is unique among the ocean's inhabitants. Other fish might be bigger, but few approach the sea-horse for oddity. It is a fish which can bend its head on a flexible neck, which has a vertical stance when in motion, and which has no tail fin. It has only one fin of any size—the dorsal, which the sea-horse flutters rapidly to propel itself forward. Two very small fins are also carried. The head is large and ends in a long, tapering snout, with a small mouth at its extremity. Together with the projections on top of the head, which might be thought of as "ears," these features make the sea-horse resemble its namesake far more than a fish.

On the other hand, it breathes with gills, uses fins with which to swim, and lives on larvæ and tiny shelled organisms. Its eyes are wholly fish-like. In fact, the sea-horse is as much a fish as the herring or the haddock. To add to the confusion, Nature has endowed the sea-horse with another peculiarity, though not in this case unique. The male bears the young. It carries a brood pouch under its tail, where the females lay their eggs, and where the latter are carried until hatched. The mother takes no further interest in its young. They hatch out while still in the father's pouch, where they develop and swim about energetically until ready for birth. This occurs about two months after the father has assumed his burden.

Its small size and lack of weapons render the sea-horse very vulnerable, but it is a master of camouflage. The bony exterior of its body, its upright stance, and the horn-like protuberances on its head, neck and back make its enemies mistake it for a piece of seaweed. To help the illusion, the sea-horse hides itself in a clump of seaweed when threatened and, winding its prehensile tail around a convenient stem, remains quite still. Thus anchored, it is virtually invisible. The Japanese sea-horse is still better protected by long, ragged growths just like seaweed which grow out from its body.

All species of sea-horse are gregarious. They swim in schools but seem to be attracted by their own kind more than most fish, for they intertwine tails while doing so. Mutual attraction may be the explanation of this habit, or it may be that they join tails merely for security while swimming. Swimming along in their upright position, tails joined, they resemble nothing so much as an underwater ballet.

The sea-horse is found in tropical and warm, temperate waters, a native of the South Atlantic and the Mediterranean. It is occasionally seen on the south-west coasts of Britain and Eire and, very rarely, in the North Sea. The pipe-fish, a long, slender, eel-like creature found in shallow waters, is a relation of the sea-horse. It lives among seaweed, has a bony skin and a long snout, and the male hatches the young, but it otherwise resembles a fish much more closely than does its cousin.

THE SEAPORT OF CONWAY, CAERNARVONSHIRE: On the left can be seen the main Bangor to Chester road which crosses the old Conway suspension bridge built by Thomas Telford in 1826. This road will be slightly diverted when the new £446,000 bridge, at present being built alongside the suspension bridge, is completed. It will then run across the new bridge and will no longer be subjected to toll charges. Behind the houses in this picture and in the right foreground are parts of the old walls which enclose the main quarters of the town. Included in the walls are twenty-one round watch-towers. At the moment there are three bridges crossing the Conway at this point. Apart from Telford's suspension bridge, there is also a footway and a fine tubular bridge constructed by Stephenson in 1848 which runs alongside and carries the main railway line from Chester. The end towers of both bridges were designed to blend with the ruins of Conway Castle, which rise on a rock above the river. The castle was first built by Henry Lupus, Earl of Chester, and rebuilt in 1284 by Edward I to check the marauding Welsh in their ravages on the port.

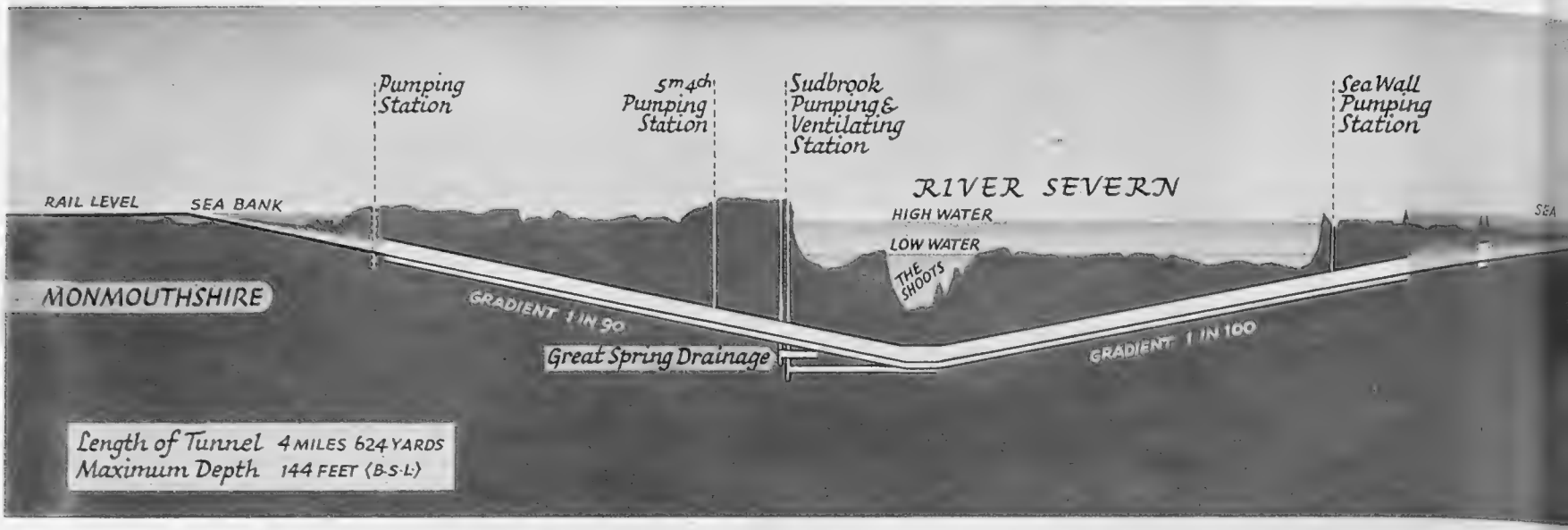
THE NEW CONWAY BRIDGE

Work Proceeds on a £446,000 Scheme to Supersede the old Suspension Bridge

AT WORK ON THE NEW BRIDGE: Workmen are engaged in putting the finishing touches to the retaining wall on the town side of the river. In the background is Telford's bridge and behind it the square tower of the tubular bridge.

THE OLD TOLL GATE: Incorporated in the town walls, the toll gate of Telford's bridge will no longer be used when the new bridge is opened. At the moment all traffic using the old suspension bridge is subjected to toll charges.

THE SITE OF A FOURTH BRIDGE: Vehicles cross the suspension bridge in the centre while work continues on the site of the new bridge on the left. On the extreme right is Stephenson's bridge and beside it a footway added in 1904.



SAFETY UNDER THE SEVERN

Maintaining and Draining Britain's Famous Railway Tunnel

By JOHN STEEL

"WELL, I hope we will never have another winter like 1947," said Mr. Thomas C. Stephens, manager of the Western Region's Severn Tunnel Pumping Station at Sudbrook, Monmouthshire.

"The Big Spring is never a friendly neighbour and the snow is its best friend," he went on, as crouched double like early cavemen we slowly walked over the planked gangway in the 4-ft. heading which carries the waters of the spring, an underground river situated 180 ft. below the surface.

A few minutes before, clad in warm duffle coats and wearing "sou'westers," we had descended in the cage that takes one from the pumping station to the collecting chamber, which lies close to the tunnel itself, where six great pumps are daily pumping nearly 16,000,000 gallons of water from the spring.

It was eerie beyond description to watch the spring racing under our feet at a speed of 100 ft. in twenty seconds. "It is absolutely sterile," Mr. Stephens told me. "We have never found life of any description in it."

The light from our inspection lamps showed up the brickwork of the heading in weird relief as it disappeared into the darkness ahead. Shortly after, we passed through an equally long heading leading into the tunnel, which surprisingly enough was thoroughly dry and fresh. There, the South Wales Pullman, the Pembroke Coast Express, other passenger trains and heavy coal trains thundered by, their drivers sounding their whistles the moment they saw the light from our lamps shining out of our manhole.

Far away back in 1873 the old Great Western Railway started work on the tunnel by sinking a shaft 18 ft. in diameter, close to the ancient British camp of Sudbrook, on the Monmouthshire side of the Severn. By 1877 decisions were taken to sink more shafts along the projected line of the tunnel, both on the Monmouthshire and Gloucestershire sides.

During the next two years most of the ground had been explored and in the main the strata encountered was pennant, a hard limestone rock. So little water had been met, in fact, that in 1879 the two headings from England and Wales had almost joined one another.

Then on October 18, 1879, without any warning whatsoever, the men working on the top end of the Sudbrook shaft broke into an entirely unforeseen spring. This was so big that it filled the headings and shaft right up to the high-water mark of the River Severn, some 150 ft. above, within a matter of twenty-four hours. The men fortunately had time to get clear and no lives were lost. But a serious breakdown had occurred in the two original pumps, which had been considered capable of dealing with any water found in the borings.

All further work was held up for twelve months until new pumps ordered by Mr. T. A. Walker, the contractor—a man with experience of building the new London Tube System—had been installed. In the meantime, divers had been down to inspect the damage; finally, Diver Lambert, working in terrifying conditions, succeeded after many attempts in closing a flood door in the heading under the river at a point some 1,000 ft. away from the main shaft.

With this water shut off, the pumps were able to deal more efficiently with the flow from the spring. Eventually it became possible to inspect the heading containing the spring, which proved to be pouring out at the rate of 27,000 gallons a minute.

AT AN END OF THE SEVERN TUNNEL: The Pembroke Coast Express comes out of the tunnel into Gloucestershire. The tunnel's construction between 1872 and 1885, and the laying of the line between Wootton Bassett and Filton at the beginning of this century, shortened the route between Paddington and South Wales by 25 miles.

CEMENTING THE TUNNEL: From the platform men work on the roof and the walls of the tunnel to maintain it at the high standard necessary for absolute safety.

A BOILER-HOUSE IN THE PUMPING STATION: The Lancashire-type boilers which work the pumps for draining the Big Spring have been working for seventy years.

Mr. Walker immediately decided to construct a strong "head" wall of brickwork in cement inside the heading with an equally strong timber door and frame 12 ins. thick to hold back the water. After this work, which was completed in 1881, the spring water was safely controlled for several years.

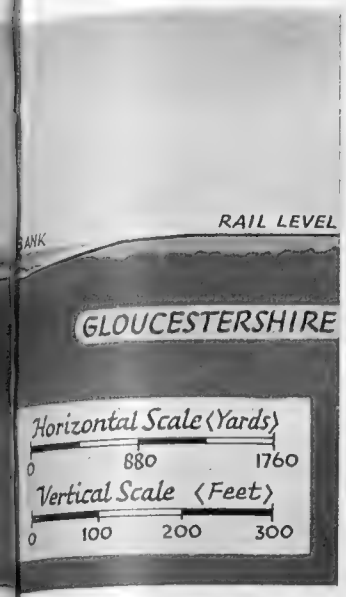
Work on the lining of the tunnel now proceeded smoothly enough, but despite every precaution the Big Spring again burst out in 1884, flooding a large part of the workings. To make matters worse, at the very height of the struggle with the spring, the River Severn overflowed its banks, following on one of the highest tides of the year during a gale, and poured down the mouth of the surface shaft into the tunnel. Once more Diver Lambert was called in to seal the flood doors.

When all the spring water had been pumped out, a large head wall was built across the tunnel as an extra precaution. The spring water was again held back by flood doors, and at last, on April 18, 1885, the lining of the tunnel was finished. To enable this to be done a heading was made on the north side of the tunnel starting from a position close to the original pumps and leading straight to the open fissure in the rock containing the spring waters. Pipes were then laid from the tunnel to this side heading, thus draining away any water likely to interfere with the brickwork lining and making the place dry enough for working conditions. On September 18, Sir Daniel Gooch, the Chairman of the Great Western Railway, passed through the tunnel in a special train.

Unhappily, however, the Big Spring had not given up its unceasing war against the engineers, and Sir John Hackshaw, the then Chief Engineer, decided that a permanent pumping plant must be installed to protect the lining of the tunnel from the constant pressure of its waters which were already forcing through the brickwork. Nothing short of a total clearance of the Big Spring waters from the tunnel was necessary for complete safety.

Messrs. Harvey and Company, of Hayle, Cornwall, were given the order to install six large pumps over the Big Spring and six engines, known as Cornish Beam Engines, were built in a special engine-house, still, incidentally, the largest in existence. They are magnificent examples of their kind and have been working continuously, apart from necessary repairs, lifting some 16,000,000 gallons of water from the Big Spring every twenty-four hours.

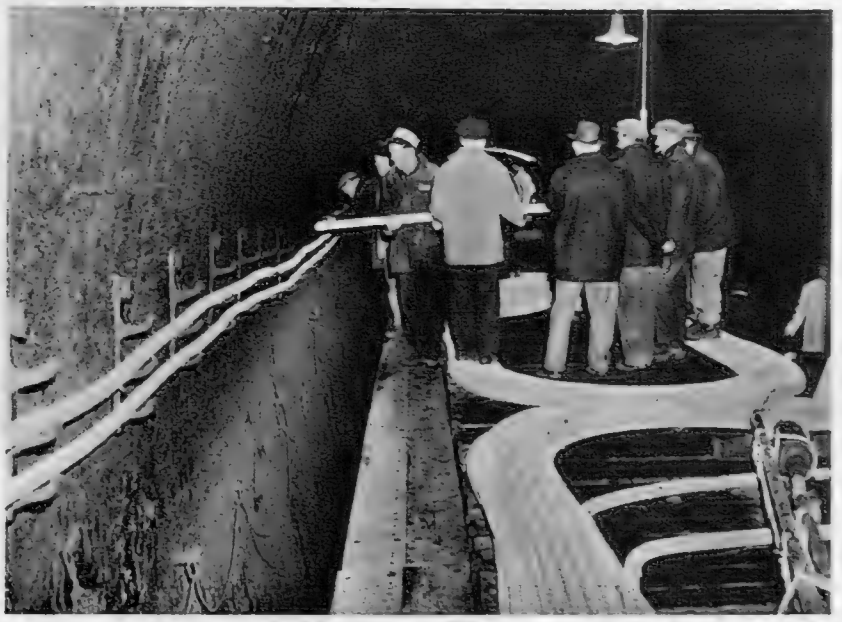
Altogether fourteen Cornish Beam engines and pumps are required for pumping purposes, including the pumping stations on the Gloucestershire side and the one known



THE WORLD'S LONGEST UNDER-WATER RAILWAY TUNNEL: The diagram shows the Severn Tunnel, which runs under the river from Gloucestershire to Monmouthshire. It was opened seventy years ago and is 4 miles 629 yards long. The channel above is at its deepest at the point called the Shoots, where it is separated from the tunnel by 30 ft. of solid rock. At Sudbrook are the station with the ventilating plant and the pumping stations which are able to draw off as much as 30,000,000 gallons of water a day from the Big Spring, an underground river which would otherwise menace the tunnel. But by means of the pumping system all travellers are certain to be safe. It is a superb and lasting tribute to the skill of Victorian engineers.

RE-LAYING THE RAILS: The work is being done with pre-assembled track, which is being lowered from the engine on the right. During the winter the tunnel is closed for part of every Sunday for re-laying operations to be carried out.

CLEANSING AND REPOINTING: To keep the tunnel lining in good condition, pressure hoses are turned on the roof and sides to remove soot deposits. This process also scours decayed mortar from the joints in the bricks. The brickwork itself is thoroughly examined each week.



LAYING CABLES: They are placed upon supports against a wall of the tunnel by a group of workers. These lines of wire carry the electric power through the Severn tunnel for signalling purposes and other railway installations.

as 5 miles 4 chains near the Sudbrook station. Eight of these are usually working through the year in order to hold the load. Seventeen Lancashire-type boilers are installed for working the pumps, each with a working pressure of 60 lb. per square inch. One wonders at the great skill of the Cornish engineers who built these superb machines that have given such constant service for seventy years. Their cylinders are 70 ins. in diameter, whilst the stroke is 10 ft. They make a normal number of strokes of six per minute, but this can be increased to nine for short periods: 336 gallons of water are delivered per stroke, each engine is 200 h.p., and in ordinary circumstances four engines are always working with two kept in reserve, one of which always carries a head of steam so that it can be operated within fifteen minutes in emergencies.

Strangely enough, the heavy rains of the past summer have not increased the flow of the Big Spring to any marked extent. At the moment, the pumps are dealing with approximately 24,000,000 gallons of water a day, but after a heavy fall of snow they have had to deal with as high a figure as 30,000,000. In 1947 Mr. Stephens had to have all six engines in the main engine-house working at one time, and on one day they and the other pumps lifted a record figure of 32,000,000 gallons.

Some of the water pumped from the Big Spring is sold to the Admiralty at Caerwent, who take about 2,000,000 gallons a day at a price which helps in a small way to reduce the initial cost of pumping. The surplus water flows back into the river. Many employees at Sudbrook —there are ninety-eight of them—have been at the pumping station since they were boys.

Throughout the years son has succeeded father. Labour troubles seem to be virtually unknown, since even on Christmas Day and New Year's Day full shifts must always be worked, but no one at Sudbrook ever complains. They are fully conscious of their vital duty to the public, realising, as they do, that if the pumps are not manned day and night the Severn Tunnel would be out of commission through flooding in just over two hours.

Mr. Stephens is also responsible for the ventilation of the tunnel. This is accomplished by means of a huge fan 27 ft. in diameter and 9 ft. wide. When it is running at a maximum speed of 100 r.p.m. it can displace 800,000 cub. ft. of air per minute. The fan is driven by a Walkers horizontal tandem compound engine developing a maximum of 800 h.p. Keeping the pumps going as well as the ventilation of the tunnel takes 50 tons of coal a day.

Thanks to the efficiency of the pumping station the tunnel is remarkably dry, and despite the fact that it is used by over 200 trains per day, the air is always fresh. Even the lowest part of the tunnel—140 ft. below the Severn—is quickly cleared by the fan.

No water of any kind comes through the tunnel roof, for some 30 ft. of solid rock lies between it and the deepest part of the river-bed, known as The Shoots. Even the tremendous weight of water at a high spring tide when there is a rise of 50 ft.—the highest in Europe—has no effect on the tunnel; a superb and lasting tribute indeed to the building skill of the Victorian engineers.

From the beginning of November until about the end of May the Engineering Department of the Western Region has total occupancy of the tunnel every Sunday from 6 a.m. until 4.50 p.m. In this short period re-laying is carried out—the normal life of the rails being about four years—and the brickwork thoroughly examined.

With the coming of the Diesel locomotive a great deal of this work will no longer be necessary, as the corrosive fumes from a steam locomotive's exhaust have always had an adverse effect on brickwork. But the Severn Tunnel will still remain with its length of 4 miles 629 yards, of which 2 miles 2 chains is under the Severn, the longest railway underwater tunnel in the world.

MUSIC; MURDER; A SHAW REVIVAL

Three Different Kinds of Play in London Theatres

A NEW ROLE FOR A FAMOUS ACTOR: Robert Morley, in the part of Panisse, is carried from the circus ring by a clown and the riding master in the new musical, *Fanny*, at Drury Lane. In this scene Panisse, a wealthy sail-maker in Marseilles, has hired a circus for his son's birthday treat and himself acts as ringmaster. *Fanny* has been running for two years in New York. It is adapted by S. N. Behrman and Joshua Logan from Marcel Pagnol's trilogy *Marius*, *Cesar* and *Fanny*. Music and lyrics are by Harold Rome and production by William Hammerstein. This is the first musical in which Robert Morley has appeared. The other star is Ian Wallace, who has a long-established reputation in opera. The play has a romantic plot, turning on paternity and marriage, and, although there is much humour, the climax has an element of tragedy.

THE NEW MUSICAL AT LONDON'S DRURY LANE THEATRE: Together in the foreground are Robert Morley (Panisse) and Janet Pavek in the title role in *Fanny*. The scene is after Panisse has married Fanny in order to provide a father for her expected son. The play opened last week.

A NEW MURDER PLAY: In *Double Image* at the Savoy Theatre are, from the left, Ronald Barker as Thwaites, Zena Dare (Edith Billingsley); Sheila Sim (Elsa Fanshaw); Raymond Huntley (Ernest Fanshaw); Richard Attenborough (Julian Fanshaw); and Ernest Clark (Inspector Gordon). The play is a comedy thriller by Roger MacDougall and Ted Allan based on a story by Roy Vickers and is directed by Murray Macdonald.

THE READING OF THE WILL: In a scene from Shaw's *The Devil's Disciple* at the Winter Garden Theatre Erik Chitty, in the part of Lawyer Hawkins, sits in the centre of the table as he reads the last will and testament of Timothy Dudgeon. With him are, left, David Langton (Anthony Anderson); James Bree (Christopher Dudgeon, standing), and Tyrone Power (Richard Dudgeon). Noel Willman, who has the part of General Burgoyne, is the director of this revival of one of Shaw's early plays. The production is a fine example of how to present a Shaw work in which the historical background is only incidental to the author's ideas on many subjects and is a notable tribute in this G.B.S. centenary year.

IN SHAW'S "THE DEVIL'S DISCIPLE: Standing behind the chair, on left, is Tyrone Power (Richard Dudgeon). To right are Zena Walker (Judith Anderson); Noel Willman (General Burgoyne, sitting on table) and Lockwood West (Major Swindon, standing, centre, behind table).

THE LAND OF THE MAGYARS: Hungary is for the most part a vast plain, which is uniform in aspect and fertile for grain. Agriculture is the main occupation of the people. The country is intersected by two large rivers, the Danube and the Tisza. Budapest is the only really large city. Dunapentele is an industrial centre round which there has been much fighting recently. Near Pecs, in the south, are some of the few uranium mines in Europe. In the east, Eger is a noted wine-growing district and in the ancient city of Debrecen a government of liberation was proclaimed in 1944. In the present struggle for Hungarian independence there have been scenes of fighting all over the country, as there have been in the past when the Magyar people have risen for their liberty.

THE HUNGARIAN TRAGEDY

The Present Tragic Events in Hungary are Another Chapter in the Unhappy Story of the Magyars, who are one of Europe's Oldest Freedom-Loving Peoples

By CHARLES DIMONT

UNHAPPY Hungary is a small country, being some 36,000 square miles in area, or about three-fifths the size of England and Wales. The population of 9,000,000 forms a group apart in the Balkans. The people are not Slavs but Magyars, and their only European relatives are the Finns and possibly the Estonians.

Hungary has always been a problem on its own and it is to be hoped that no one to-day falls into the delusion of imagining it to be a land ideally suited as a setting for an operetta. Budapest has never been a city of romantic rhapsodies any more than Vienna has been a city of gay waltzes. Apart from the Greek, the Hungarian is the oldest civilisation in Eastern Europe. It has a distinct national culture. Hungarian composers and Magyar folk music are known throughout the world. There are, and have been, many excellent Hungarian writers, especially poets.

Coming to more material matters, the country has a small amount of industry, some coalfields and a limited quantity of oil in the west. But except for Budapest, with over a million inhabitants, there are no large cities. In fact, no more than a dozen towns have populations over 50,000. First and last, Hungary is a rural community. It possesses some areas of natural beauty. Most of the towns can show fine architectural monuments. But Hungary really is a vast plain stretching interminably to the horizon, its aspect altering little and its symmetry being broken only by the simple dwellings of the peasants.

The first important point to consider in relation to Hungary is land. The other is tradition. In this respect the people have a common bond with the British. Both are nations with a centuries-old record of struggle for personal liberty. Both tend to draw their inspiration for the present from the past. The British and the Hungarian basic Charters of Liberty date from almost the same year in the thirteenth century. This has forged a strong link between the nations, which causes the British to rally to the support of the Hungarians whenever the latter rise against oppression. It was so a hundred years ago when Kossuth could only be quelled by the force of Russian arms. The same is patently true to-day when history is tragically repeating itself.

However, a great difference separates Britain and Hungary. This is geographical position. Britain is an island, and through the 700 years from Magna Carta the British peoples have been able to evolve slowly and surely without any undue interference from outside. The Hungarians, on the other hand, have had to face perpetual years of conflict. First they had to defend Christianity against the infidel Turks. Then came an equally long period of struggle against the tyrannic Habsburgs.

From this glimpse of the past, one begins to understand contemporary Hungary. The Magyars once in a Golden Age of a millennium ago enjoyed freedom. It is the dream of all of them to recover that liberty. Ally this to the everlasting problem of land, and current events begin to fall into perspective.

Land has dominated Hungarian foreign as well as domestic policy in the twentieth century. After the Great War in 1919, Hungary lost enormous portions of the territories she had enjoyed under the system of dual monarchy with the Austrian Habsburgs. Nearly 70 per cent. of the lands were taken away and divided among the new Balkan States. As well as agricultural areas, she lost factories, collieries and potential industrial centres. It is true that by no means all the peoples so removed were Magyars. Racial claims in South-East Europe are virtually insoluble. But at least a proportion of those taken away were Magyars. Inevitably this meant that Hungarian foreign policy was based on one ambition only, recovery of the so-called Lost Territories.

For this reason Budapest was drawn into Hitler's camp—no one knew better than the German leader how to play on racial aspirations. Hungary did recover from him a considerable part of the territories. But the Peace Treaty of 1947 limited her to her old frontiers of 1937. In spite of efforts to establish National Liberation, the country soon found that in the place of German control there was domination by Soviet Communism.

Soviet control, too, affected the internal land problem. Up to 1918, Hungary was virtually a feudal State. Then Bela Kun's Red Terror brought Communism to Budapest. Promises of land reform abounded, but the peasants entirely failed to appreciate any advantages in collectivisation. On their resistance to Communism Admiral Horthy organised his counter-revolution and was able to overthrow Kun.

THE GUARDIAN OF BUDAPEST: The statue of St. Gellert, patron saint of the capital, with a cross in his hand, looks over the Danube on Budapest. This picture, taken after the bombardments of the last war, still symbolises the religious spirit of Hungary.

Horthy, in his rule of twenty years, did little about land reform. Figures in the middle of the '30's showed that 980 men owned a third of the total arable land in Hungary. Another sixth of the land belonged to just over a thousand landed gentry. Some 250,000 smallholders had up to 150 acres each and 600,000 possessed plots so small that they had to earn their living working on the big estates. Beyond them were over 1,000,000 peasants with no land at all. Since Hungary had very little industry and her economy depended upon land in the form of grain, forests or vineyards, the peasants could do little.

Reform came after the war, but the price paid for it is still being reckoned. In 1945, all the former great landowners were dispossessed and the estates distributed among smallholders, each peasant having an area of 1½ acres. In theory, this may sound most desirable. In practice, it meant Communism, and the rapid tightening of the grip of Soviet control. Within two or three years there was hunting and liquidation of "Kulaks" and peasants were being forced into

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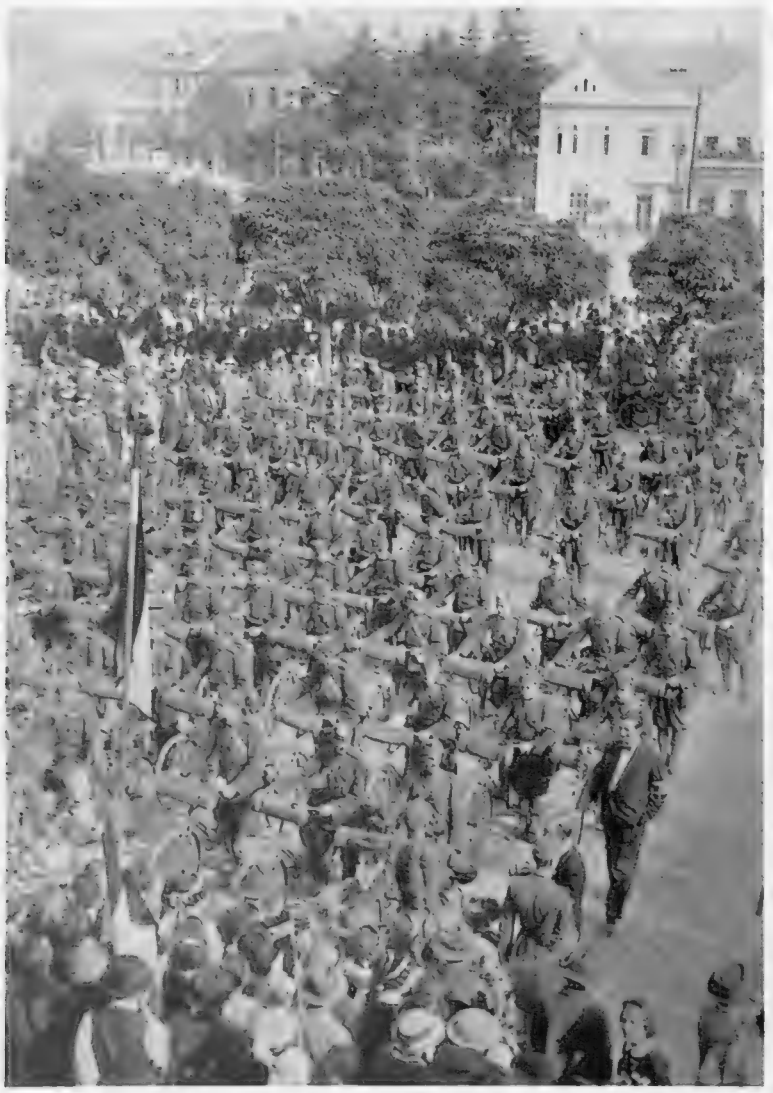

RECOVERING THE "LOST TERRITORIES": Hungarian troops, in October 1938, occupy Ipolysag, over the Czechoslovak border. After the Munich crisis of that year, Hungary, supported by Germany, succeeded in recovering some of the areas which had been surrendered under the 1919 Treaty of Trianon. But under the Peace Treaty of 1947, these lands were removed.

On right—

THE BREAK-UP OF FREEDOM: A brawl takes place in a hall in Szeged when Hungarian Communists break up a meeting of the Freedom Party in the summer of 1947. At this time it was becoming clear that the Moscow-controlled Communists were not going to allow the country any real independence.

DEATH RATHER THAN DISHONOUR: Count Teleki, the Premier, committed suicide in 1941 when Hungary joined Germany in the war.

HITLER'S PAWN: Admiral Horthy, the former Regent of Hungary, meets Hitler in 1944. Through the war the Admiral found himself having to fall in increasingly, though unwillingly, with German demands on Hungary.

RUSSIAN TANKS IN BUDAPEST—YESTERDAY AND TO-DAY: *Left*—A column of Soviet tanks halts in a street in Budapest in the spring of 1945. When the Russians drove through Hungary at the end of the war, the Hungarian capital suffered the most appalling devastation in the fighting. *Right*—A Soviet tank in the centre of Budapest a few weeks ago, after the Red Army had arrived to suppress the Hungarian rising for freedom. Hungary has suffered from violence as much as any country in this century.

THE HUNGARIAN TRAGEDY

(*Continued from previous page*)

collective farms and co-operatives. In 1949 the Democratic People's Party, which had preserved a semblance of freedom, was dissolved and the People's Front was formed. A new single-party constitution for a "Republic of workers and working peasants" was promulgated, and under the direction of Prime Minister Rakosi, Hungary was openly Communist and a satellite of Moscow. Britain and America twice protested that the Hungarian Government was violating the terms of the peace treaty by denying the people the human rights and liberties which it was pledged to secure. But words made no impression on Soviet nominees holding office by the grace of the Soviet troops garrisoning the country. It was announced that the economy would be switched from agriculture to industry, and that what had not already been nationalised would come under State control. Opposition of one kind or another was always there. It came to a head on the question of religion and education.

The Hungarians are deeply religious. Two-thirds of the population is Catholic and one-third Protestant (mainly Calvinist) and Hungary was the first country in Europe in which toleration was established between the two communions. Before 1948 the Churches had for long been responsible for much of the nation's education. Then the State took all the schools out of religious hands. The result was the emergence of opposition from a number of Church leaders, both Protestant and Catholic. The most notable was Cardinal Mindszenty.

In 1953 there was a change of policy. Whether it was caused by genuine concern over national discontent or merely in keeping with current Communist doctrine is not clear. Mr. Rakosi was displaced as Prime Minister by Imre Nagy, who admitted serious economic and political errors in the past and announced a new policy. No longer would the accent be on industry but on agriculture. In April last year there was another left-about-turn and Mr. Nagy was expelled from the Hungarian Communist Party as a "right deviationist," only returning to power for a brief period in the freedom uprising.

It would be interesting to know how far in the last six or seven years Communist economic policies in Hungary have met with any success. Unfortunately, since 1948 no figures have been published for agriculture, except a figure of 1,700,000 metric tons for the 1952 wheat crop. In the following year the crops were said to be poor because of lack of co-operation from the peasants. Since then there has been talk of improvements in farming methods, but how far they have been put into practice is questionable. The same lack of information applies to industrial production, minerals and the small oilfields in the west of Hungary. The

COMMUNISM TRIUMPHANT: *Left*—Mr. Rakosi, second from the right in the front row, sits in the Hungarian Parliament. He was the architect and driving force of post-war Communism in Hungary. *Right*—Premier Dobi announces in 1949 that in future Hungary will be governed by only one party—the Communists.

SECOND THOUGHTS: *On left*—The Hungarian Parliament meeting in April 1955 agrees to the dismissal of Premier Imre Nagy as a "deviationist." But last month Nagy returned as the leader of Hungarian freedom. *Right*—Premier Hegedus, who succeeded Nagy in 1955 and remained until last month, addresses Parliament in August this year. The Communist Party Secretary, Gero, sits beside him.

TWO PICTURES WHICH SUM UP THE ETERNAL TRAGEDY OF THE MASS OF THE MAGYAR PEOPLE: Hungarian refugees are seen passing through a village on the Hungarian-Slovak frontier in 1947. In that year the frontiers were being adjusted for the post-war settlements and many Magyars left Slovakia for Hungary. *Right*—Fleeing from the latest barbarity of the Russians, Hungarian women and children stand in one of the camps in Austria recently set up for the thousands of Hungarian refugees.

only available figures are those for planned production, much beloved by Marxists. But since they are never balanced by actual results they are worthless.

Until a few weeks ago the situation in Hungary could be described as uneasy, both economically and politically. The Government was finding that a predominantly peasant population, when it is unwilling, is one of the hardest communities to drive. And the people's desire for individual freedom was still growing. When the Polish stand began against Moscow, there were those who remembered the old saying that the Poles are the most extreme nationalists of Europe, except for the Hungarians. This has now been proved tragically true. The reason for the Hungarian tragedy lies, as it has so often done before, in geographical position. It explains, too, why Russia has so far been apparently prepared to compromise with Poland but turned so savagely on Hungary.

The classic conception of Russian foreign policy is to surround the country with a series of buffer States. The Soviets have inherited this principle from the Czarists and improved upon it. The idea is that the buffers will absorb the first shock of an invasion and also in the case of the Soviets act as a kind of outer belt to keep any but Communist ideas out of the homes of the Russian people. In the case of Poland, Moscow can afford to put on a show of leniency. There is still East Germany to the west. Hungary is a very different problem. To her west is independent Austria, and south lies Marshal Tito. A Titoist Poland would be geographically isolated. It could be kept in hand by threats from East Germany and Russia itself. But the thought of a Titoist Hungary, with Tito himself to support it, as it were, from the back garden, must be as much a nightmare to the Kremlin as the possibility of a completely independent nationalist Hungary. This in no way justifies Russia's present barbarism, but it does explain it.

Finally, there is the matter of uranium. Most people have read recent reports of fighting round the uranium mines of Pecs. Hungary is one of the very few countries of Europe which possesses that rare but essential mineral for the manufacture of fissionable materials for war and peace. The extent of the deposits at Pecs is not ascertainable. But the existence of the mines must be of considerable significance in Russia's policy.

Just as the Turks and the Habsburgs failed, so it would seem is Soviet Communism failing in Hungary. Russian troops have been brought in, as they were in 1848, to suppress Kossuth. One wonders whether the historical parallel is going to be continued. For after Kossuth's failure there came the successful non-co-operation campaign under Francis Deak. To-day there are reports of strikes and of other non-co-operative measures on the part of the people.

Whatever happens one can be sure that the struggle is not yet over. An alien culture cannot be imposed upon a people with a long traditional belief of freedom. In the past there was a Hungarian national creed which contained these words: "I believe in God . . . I believe in the resurrection of Hungary." It is a creed now echoing round the whole world.

The Sphere of Travel

CHRISTMAS AWAY FROM HOME

As a Change from the Traditional Domestic Christmas, many People Prefer to Spend a Few Days in Paris, the Low Countries or the Mediterranean, or Join a Party in an English Hotel

By GORDON COOPER

A CHRISTMAS HOLIDAY IN EAST ANGLIA: The Swan, at Lavenham, in Suffolk, is a comfortable and traditional timbered inn where special Christmas festivities are organised. It is a Trust House. Some parts date from the fifteenth century but the building is largely Tudor. It was built when Lavenham was one of the most prosperous wool towns of East Anglia, and was originally two houses. It has been an inn since the seventeenth century.

NOT so long ago I saw a copy of the menu of a mammoth Yuletide celebration which took place during the Middle Ages at Cawood Castle, near Selby. It must have been one of the "biggest ever" Christmas banquets. Over 100 oxen were slaughtered in preparation; 1,000 sheep, 304 calves and 304 pigs were similarly killed and cooked. For makeweight, the organisers added a few thousand geese, poultry, pigeons, rabbits, pheasants, and other game.

Gone, of course, are those gargantuan meals, and we now have to content ourselves with what our forefathers would regard as mere snacks. Gone, too, are such dishes as lamprey pie and roast badger. For many years the citizens of Gloucester were obliged to provide an enormous lamprey pie for the King's own table on Christmas Day.

Feasting apart, there is a demand to-day to get away from home during the period of Christmas celebrations, for two main reasons: a temporary escape from household cares and possibly a selfish desire to have an excuse for not entertaining others, including one's elderly relatives.

Many popular organised parties are already fully booked up, and applications should be made as soon as possible. Bear this in mind, therefore, in connection with some of the suggestions I make.

For those wishing to go abroad at Christmas, Paris is undoubtedly the favourite goal. I know that it is my own personal selection. Everybody, of course, have their own ideas of how to spend their time in the French capital, with its endless interests. While there is no outstanding attraction on this year, like the wonderful Etruscan Exhibition last Christmas, it is not difficult to find something of novel appeal, and this adds zest to even a short holiday.

One suggestion for a short excursion (half-day) is to Malmaison, which has been greatly improved recently. It was always an interesting Napoleonic museum; now it has been refurnished, rehung, and you see it almost exactly as it was when Josephine was mistress of the house. I visited it the other day, and was delighted.

I feel I shall never see all the fascinating places in and around Paris, and each time I go there I fill in some notable gap. This Christmas it is to be Provins, a small but historic walled city of the Ile de France—about 55 miles from the capital. Unlike Carcassonne, its walls have not been restored, but within this old stronghold are some fine thirteenth-century mansions and two ancient churches.

Several leading travel agents have organised Christmas parties in Paris, some of which include a Reveillon supper on Christmas Eve. They are jolly affairs and you will, of course, enjoy yourself a good deal more at one of them if you throw your dignity and British reserve to the winds for the night and join the revellers.

In contrast, there are the Midnight Masses in the churches, which attract large crowds of worshippers. Of outstanding musical appeal are the services held in Notre Dame and in St. Sulpice. It is advisable, however, to obtain admission tickets in advance, and this can be done by applying to the sacristans, enclosing an addressed envelope and an International Reply Coupon.

A Christmas party in Brussels is offered by Cook's, with Christmas Eve dances and sightseeing. This special holiday, as well as the one to Paris, provides for three nights' accommodation—a short period which will suit many people. The centre of the Belgian capital, by the way, is brilliantly illuminated at this time.

A rather unusual Christmas party is provided by the Workers' Travel Association at Middelburg, on the Isle of Walcheren, in Holland. Its cost is only £14 11s. by rail and £23 12s. by air, with three nights at an hotel. The superb oysters from nearby Ierseke will, however, be an "extra." Apart from the temptation offered by the oysters, there are several attractive little towns within easy reach, including Veere, a jewel, Goes and Zierikzee, all rich in medieval Dutch architecture.

For those who can take a longer holiday, Erna Low has a winter-sports Christmas party at Wengen, in Switzerland (14 nights at an hotel), and another small party at Torremolinos, on the southern coast of Spain (13 nights at an hotel), travelling there and back by night plane to Gibraltar.

For the independent traveller, especially if he has ten days or a fortnight to spare, there are scores of attractive spots from which to choose, but I will restrict myself to naming four: Praia da Rocha, on the Algarve coast of Portugal; Ajaccio, in Corsica; Syracuse, in Sicily; and Rome.

Praia da Rocha is one of the few spots in Europe where you can bathe comfortably in the sea at Christmas-time, wear light clothes and bask under the warm sunshine of a cloudless sky. This resort is built on cliffs and overlooks the open sea, and fantastically-shaped rocks dot the seashore. The surroundings are picturesque, and several interesting excursions can be made. The easiest way of getting there is to fly to Lisbon, then continue on by comfortable and speedy express train—a journey of a few hours.

A SWISS MOUNTAIN RESORT: Wengen, in the Bernese Oberland, is one of the most popular winter-sports resorts in this much-frequented tourist area. An organised Christmas party, including ski-ing and lasting a fortnight, is offered by Erna Low. There are many attractive walks near by. Wengen stands at an altitude of over 4,000 ft.

Ajaccio is more easily reached, for you can fly there in a few hours from London. The Corsican capital is situated on the northern side of one of the most beautiful gulfs in Europe. Around the town is a lofty frame of snow-tipped mountains from which there slopes the vine-clad countryside; and then pervading the air is the elusive perfume of the *maquis*, of which Napoleon often thought nostalgically. In Ajaccio itself the environment is subtropical, and there are a couple of good hotels where you can lead a truly *dolce far niente* existence.

Syracuse has for me a haunting fascination, for it makes an overwhelming appeal to one's historical imagination. At Christmas the weather should be good, and you can get there in one day by flying from London to nearby Catania. The Hotel Villa Politi is beautifully situated, and in its grounds are the Latomie de Cappucini, where the sole survivors of the greatest of all Greek armies, so brilliantly described in the pages of Thucydides, were imprisoned. To-day these vast quarries, more than 100 ft. deep and open to the sky, have been planted with every sort of tree and flowering shrub and turned into the most lovely of sub-tropical gardens where the wind can never spoil the blossom.

What can I say of Rome at Christmas-time in a few words? It is certainly an occasion which will make a deep impression, and there is much of interest in the varied religious ceremonies which take place there. In the Church of Sant' Atanasio, for instance, there are the Christmas services celebrated by the Aleppine Maronites in accordance with the very ancient Antiochan rites dating back to St. James Minor, the first Bishop of Jerusalem. At the Church of San Basilio, the *Procura* of the Basilians in Italy, the services are celebrated in Greek and according to Byzantine rites. In

CHRISTM... IN THE SUN : The Greek Theatre at Syracuse, in Sicily, dates from the fifth century B.C., and was hewn from the solid rock. It is 165 yards in diameter, an... forty-six tiers of seats can be traced. The amphitheatre is divided into nine *cunei*, or wedge-shaped blocks of seating. Catania, near Syracuse, can be rea... d in a day by air from London. The old city of Syracuse is historically one of the richest in the Mediterranean world, and has surroundings of ... narkable beauty. In the famous and ancient Latorie (quarries), the defeated Athenians were imprisoned after their disastrous campaign of 415-413 B.C.

Sant'Antoni... bate the Byzantine-Slav rites remind us of the remote days ... St. Basil the Great and St. John Chrysostom. The old ... v language is used at the Church of San Giosafat Iere... rtire ; Antiochan at Sant' Efrem ; Armenian in the Mech... rist chapel at Sant' Anselmo ; Arabic at Santa Maria ... Carinis ; and Rumanian at San Salvatore. Sumptuo... vestments in brightly-coloured brocade, tall mitres r... lendent with gold, long hooked pastoral staffs, golden... osses studded with jewels, and spectacular staging acco... nied by solemn melodies composed many centuries ago ... y the most famous figures of the Eastern Church cann... fail to leave on the tourist impressions which will la... a lifetime. And it is only in Rome with its universalit... hat such religious ceremonies are possible.

For those ... who prefer to spend Christmas in Britain, there are man... hotels which are holding festivities. You can apply to the British Travel and Holidays Association for suggestio... s, but they *cannot* make reservations. Cook's, too, can advise you on this matter and can make reservations. Bookings should be made as soon as possible, for this type of Christmas holiday is very popular.

Frankly, I think that organised hotel festivities in a British hotel are usually only enjoyable if you belong to a party. Going on your own is taking a chance of being disappointed. Again, if you have children you want to be sure they will be welcome. Mr. Ashley Courtenay, the B.T. and H.A., and Cook's should be able to give you recommendations.

My own general advice would be to go to a Trust House. These hotels belong to an organisation which ensures good service. Quite a number of these excellent establishments are arranging special Christmas festivities, and you can apply to Trust Houses Ltd., for there may still be vacancies. Alternatively, many of their houses are just carrying on as usual, with the Christmas spirit added. This may appeal to some readers who simply desire to be in a comfortable, warm, traditional inn, where they can be sure of getting good food, good wine, and first-class service.

Three suggestions for a Trust House holiday are the Royal Albion, at Broadstairs, the Swan, at Lavenham, and the Royal, at Ventnor, in the Isle of Wight. The first two of these hotels should satisfy any overseas visitor wanting to stay in a typical old-world hotel, while at Ventnor you can generally be sure of having mild weather.

USEFUL ADDRESSES

Cook's, Berkeley Street, London, W.1 (and branches)
Erna Low Travel Service, 47, *Old Brompton Road, London, S.W.7.*
Workers' Travel Association, Gillingham Street London, S.W.1.
Trust Houses Ltd., 81, *Piccadilly, London, W.1.*

RECOMMENDED HOTELS

Praia da Rocha ..	Bela Vista.
Ajaccio	Grand Hotel (lovely garden) ; Etrangers.
Syracuse	Villa Politi ; Etrangers.
Broadstairs ..	Royal Albion (Trust House).
Lavenham ..	The Swan (Trust House).
Ventnor	The Royal (Trust House).

ON THE ISLAND OF WALCHEREN : The canal at Veere is filled with fishing-boats from the North Sea. In the background, its pinnacle towering above the surrounding houses, is the fifteenth-century Town Hall. Standing in niches on its facade are statuettes of the Lords of Veere. The town can be reached easily from Middelburg, where the Workers' Travel Association are organising a Christmas party.

"MAGGA DAN" RECEIVES THE LAST OF HER CARGO: As the Danish motor-ship lies at Butler's Wharf, in London, almost ready to leave for the Antarctic, some deck cargo is loaded. This includes two light aircraft, a de Havilland Otter (right) and an Auster float-plane. A large crowd watches with interest. The *Magga Dan* left London last week carrying British members of the Commonwealth Transantarctic Expedition under Dr. Vivian Fuchs, and the Royal Society's International Geophysical Year Antarctic Expedition. Two days before the ship sailed, the Queen visited her and talked to the expedition's leaders. Until a few minutes before the vessel's departure, her decks and cabins were crowded with visitors, and surrounding vantage-points were full. Dr. Fuchs was presented with the chronometer used by Captain Scott, which he will carry with him on the 2,000-mile crossing of Antarctica via the South Pole. As *Magga Dan* left, coloured paper streamers were thrown between ship and shore, and steamers on the Thames sounded their sirens. The Antarctic ship flew a Danish ensign, her house flag, the United Nations flag and the Red Ensign.

AN ADVENTURE IS LAUNCHED

With Britain's Antarctic Explorers on Board, the "Magga Dan" Sets Sail from the Thames for the Weddell Sea

AN AIRCRAFT FOR THE ANTARCTIC: A Canadian-built de Havilland Otter aircraft waits on a barge to be loaded on to *Magga Dan*. It was "cocooned" for protection during the long voyage.

THE LAST FAREWELLS: Crowds on the wharf and members of the *Magga Dan*'s crew exchange waves as the ship sails from Butler's Wharf. She is heading for Halley Bay to drop the Royal Society's party, and will then make for Shackleton Base with Dr. Fuchs' Transantarctic contingent.

Six foot three. Six centuries old and more,
if you follow the family back . . .
though there's no need.
For here is a very English
tall Englishman of today,
with Norman-French far distant,
and artistry close to hand.
Knows a lot about glass.
***And* what goes into glass. Try him . . .**

Good day to you, Henry. Busy?

On this busy afternoon? The answer is yes . . .
also that I can think of nothing nicer than
a Martini. You'll join me?

Yes again—and choose my own glass as well!
The third on the left, over there . . . with the
white and gold tracery. Do you do
these yourself? They're most beautiful.

I design them . . . organise them . . . market them . . .
The sheer skill comes from my craftsmen.
Now, to match the size and the shape of the
one in your hand I'd suggest . . .
let me see . . . Martini, straight, dry, cool!

Just by itself? That's thought reading.

It's a trend. Continental, no doubt. But it's
growing here, and I met it a lot in America.
"Dry Martini for you?" they'd say,
"...or a real Martini Dry, Lord Audley?"

Better drink

MARTINI

Sweet or Dry

The World of Books—By VERNON FANE

CHURCHILL SAGAS

Sir Winston's New Volume of History ; Dr. Rowse's Study of the Churchill Family ; Originals of Famous Fictional Characters ; Israel To-day ; Novels from the Autumn List

IN the past there have been those who questioned Winston Churchill's standing as a politician, an economist or an administrator. No one, so far as I know, has ever criticised his great gifts as a historian. With each successive volume of *A History of the English-Speaking Peoples* his reputation is more clearly established for posterity as well as for his own days. The second of these books, as vast in scope as in scholarship, is THE NEW WORLD (Cassell. 30s.). It covers the period from the opening of the sixteenth century to the flight of James II. In this period, too, America was being settled and, in the author's wonderfully typical words, " Lively and assertive communities grew up on the western shores of the Atlantic Ocean, which in the course of time were to become the United States." The Renaissance meant a blossoming of the arts and letters, a great Civil War was fought, the country adopted the Protestant faith, survived Cromwell and revived the Monarchy. Only the exigencies of space prevent my quoting Sir Winston's words on any of these subjects ; his style, as ever, so lucid ; the sweep of his narrative so compelling, and the magic Churchillian touches so well in evidence.

There is a Churchill or two in that span of history, but to know more about them one can now turn to the first volume of two which Dr. A. L. Rowse proposes to devote to a study of them. THE EARLY CHURCHILLS : AN ENGLISH FAMILY (Macmillan. 36s.) is prefaced by an impressive genealogical tree from William Churchill to the first Sir Winston, a Cavalier colonel, past the first Duke of Marlborough down to the Winston we know, and Lady Eden. It has also a neat little contour map of that part of the West of England which can be called The Churchill Country, and indeed includes Churchill, in Devon. Dr. Rowse writes with his customary gusto and his very real love of the past animates his pages.

Mr. Irving Wallace has had the ingenious idea of tracking down the real-life histories of some of the exceptional men and women who have inspired or, at the least, suggested characters to famous writers. It is an amusing thing to have done and the author has made an entertaining book of it. THE FABULOUS ORIGINALS (Longmans. 21s.) contains six biographies which might have been well worth reading for their own interest without the added stimulus of their association. These include sketches of the notorious Lady Ellenborough, who appears under another name in a novel of Balzac's ; Deacon Brodie, the original of both Dr. Jekyll and Mr. Hyde ; and Dr. Joseph Bell, the man behind Sherlock Holmes ; there are also a number of briefer biographies.

Of the next two books, which are of travel experiences, the first could scarcely be more topical. In LAND OF PROMISE (Werner Laurie. 18s.) Mr. Lewis Barton has written about Israel, which he has visited in the course of the last year and about which he writes in a straightforward and unpolitical book intended for the general reader. It is friendly, well-illustrated and informative.

AFFABLE SAVAGES (Hart-Davis. 25s.) is an account by Mr. Francis Huxley, the anthropologist son of Professor Julian Huxley, of journeys to the hinterland of Brazil and, in particular, to the territory of the Indian tribe, the Urubu. This is neither a purely anthropological study nor a travel book, but an attempt to show how Indians live and enjoy themselves. The Urubus, writes Mr. Huxley, are rightly described as savages. They have little shame, they were well known for their cruelty and vindictiveness in war, and their manners are often both crude and barbarous, but they are not unprincipled and they have the saving graces of hospitality, courage and honesty.

I think—and hope—that M. Bernard Busson and M. Gerard Leroy are a little pessimistic when they call their book of semi-scientific researches THE LAST SECRETS OF THE EARTH (Werner Laurie. 18s.). For myself, I like a certain mystery and I think that there are thousands of thinking people in the world who would resign themselves to an awful boredom if they really believed that there was nothing inexplicable left. However, these French writers are possibly not really so categoric in giving the reader some documented chapters on such phenomena as Flying Saucers, volcanoes, coelacanths and Abominable Snowmen.

BIRD TRACTION FOR BALLOONS: The idea of harnessing birds such as eagles to provide traction in the air for balloons was suggested 150 years ago by the Austrian J. Kaiserer and illustrated in a book published in Vienna in 1801. The plate is reproduced in *Balloons*, with an introduction and notes by C. H. Gibbs-Smith (Ariel Press. 25s.). The book comprises colour reproductions of prints showing the first ascent of the Montgolfier brothers in 1783 and ballooning history through the next quarter century.

Among the spirited autumnal rush of novels, there are quite a few to bring to your attention, including Miss Ann Bridge's story of adventure, youth, good breeding and middle-aged comment, THE LIGHT-HEARTED QUEST (Chatto and Windus. 15s.). This tale begins in western Scotland and has a happy ending there, but the greater part of the action takes place among the young of various nations in North Africa. Enjoyable and another proof that the author understands a good deal about the politely-nurtured young.

PERIDOT FLIGHT (Hutchinson. 16s.) is another kettle of sprats. This is Miss Doris Leslie's highly readable romance about an orphan girl who married well, so far as the social views of London in the 1890's were concerned, was widowed and found a livelihood for herself till she married her first love of all, just before the First World War. Miss Leslie has a certain *naïveté* in her painstaking references to events, but her story is commendable.

THE LOVING EYE (Hogarth Press. 13s. 6d.) is Mr. William Sansom's novel about a man who spies a good-looking woman in an opposite window across the garden of his Kensington lodgings, falls hopelessly in love with her, to discover, in the last pages, that his love is returned. That bald outline, however, gives no indication of the highly articulate manner of Mr. Sansom's prose or of the fact that, interesting writer that he is, he can convince the reader more easily of his talent than of his story's reality.

Miss Rosemary Rees is one of those novelists who are known to write charming and warmhearted love-stories. Although this is precisely what she does again in BETTER TO TRUST (Chapman and Hall. 14s.), I have suspected for some time that she finds it equally important to give those stories a solid, convincing and never banal background. The present book, for instance, is set in London and New Zealand, but it is the latter place that gives the story its character.

A PITY BEYOND ALL TELLING (Constable. 15s.) is a first novel by Mrs. Joan Hewitt, set in a village and concerned with an innocent love and a far-from-innocent passion for gossip. Over-simplified, it is the background of many rural dramas.

Man's inhumanity to man is the theme of the last novel : man's own gifts to mankind the theme of the next. Mr. H. M. Newell has written a forceful story about the feat of building a vast construction, very like the Grand Coulee Dam in the Columbia River, and he has set against this immense labour the smaller scale of human loves, ambitions and jealousies. THE DAM (Eyre and Spottiswoode. 16s.) is extremely effective.

THE STRANGLED QUEEN (Hart-Davis. 15s.) is a historical novel in which M. Maurice Druon has written of fourteenth-century France, of the reign of Louis X, and of his marriage problems—to put it lightly—with a rare attention to detail.

A good batch of detective-stories includes two volumes by Simenon : MY FRIEND MAIGRET (Hamish Hamilton. 10s. 6d.) and THE SACRIFICE (Hamish Hamilton. 13s. 6d.). The first consists of an exploit in the career of the greatest of all fictional French policemen, and is set in the Mediterranean offshore island of Porquerolles. The book is heartily to be recommended. The second volume includes two short and independent novels, translated respectively by Daphne Woodward and Mr. Richard Brain. Neither of them is strictly a detective-story, though each is concerned with a form of quest.

DEAD MAN'S FOLLY (Collins. 12s. 6d.) is Miss Agatha Christie's latest thriller and, to thousands of us, that is as much as needs to be known. There is the familiar and formal device of the comfortable country house absolutely packed with threats and suspects and, for faithful fans, there is M. Hercule Poirot.

THE MAN IN THE NET (Gollancz. 12s. 6d.) is one of the best crime stories I have read for a long time. It is by Mr. Patrick Quentin who, after many good stories, seems to have attained his majority with this one. In other words, it is recommended.

ITALIAN ART, LIFE AND LANDSCAPE, by Bernard Wall (Heinemann. 21s.), is a work of contemporary observation balanced against historical knowledge. Mr. Wall evokes past and present simultaneously, and does so extremely well. By taking the country, region by region, and city by city, he serves, in particular, the needs of the reader in Italy. This is no baldly-written guide-book. It tells the traveller what he is looking at and how best to look at it. For the reader who is sitting in another country the technique of presentation is equally acceptable and wholly absorbing.

Most enjoyable is the author's racy appraisal of the Tuscan scene and the Tuscan people, particularly the people of Siena, with their colloquial and spontaneous language which apparently has changed hardly at all in the last 500 or 600 years. Rome and the south are treated with equal expertise. Finally, at journey's end at the very tip of Italy, Mr. Wall has some entertaining things to say about brigands and brigandage.

Here are two other travel books of much excellence although depending to a greater degree than Mr. Wall's *tour de force* on effective illustration. M. Rivière Sestier's VENICE AND THE ISLANDS (Harrap. 30s.) is a real delight, concentrating not so much upon the imposing monuments and familiar sights and scenes of the famous city as it does on conjuring up the atmosphere of Venice. Torcello, Pellestrina, the cypresses of San Francesco del Deserto and many outlying areas of the lagoon are charmingly portrayed, and one could only wish that this superb photography had been achieved in colour.

THE ITALIAN SCENE

A Comprehensive and Absorbing Review

However, this is the case with Lord Kinross's PORTRAIT OF GREECE (Max Parrish. 35s.). The photographs are by Dimitri, the Greek photographer, who journeyed with Lord Kinross through Greece and the Ægean Islands. They started at Crete in the far south and made their way north to the three prongs of the Chalcidicae, which span the centuries from the prehistoric times of Knossos to the Byzantine monasteries of Mount Athos, where the monks still live the contemplative life of hundreds of years ago. In this volume is poetry, scholarship, wit and imagination.

Helmut and Alison Gernsheim are outstanding contemporary experts on the history of photography. In their biography, L. J. M. DAGUERRE (Secker and Warburg. 45s.), they present the history of the diorama and the daguerreotype. They have brought to light during their researches many hitherto unknown works by Daguerre, and the plates in this volume include a most comprehensive selection of daguerreotypes by French, American, English and German photographers. Louis Jacques Mande Daguerre was born in 1789. In 1822, in conjunction with Bouton, he opened in Paris the Diorama, an exhibition of pictorial views, the effect of which was heightened by changes in the light thrown upon them. It was some years later that he obtained a successful result to his experiment in obtaining permanent pictures by the action of sunlight, which Daguerre called his heliographic pictures. The authors go into much detail regarding both the Diorama and the evolution of the daguerreotype. They are to be congratulated on a most excellent volume; and, need it be added, the illustrations are not the least of its virtues.

" There is no doubt that those who first climb Kangchenjunga will achieve the greatest feat in mountaineering," once declared Sir John Hunt. In KANGCHENJUNGA THE UNTRODDEN PEAK (Hodder and Stoughton. 25s.) that great mountaineer Charles Evans tells how the feat was achieved. It was a brilliant piece of work in terms of planning, organisation and execution. These days mountaineering books come upon us like the leaves of autumn, but this is one not to be missed.

Istvan Homoki-Nagy, director and photographer of some of the finest nature films, tells the secret of his professional skill in FROM BLOSSOM TIME TO AUTUMN FROST (Dennis Dobson. 42s.). It is an account in detail of his painstaking work in the forests and swamps of his native Hungary. Some of the many illustrations are in colour and details of how each photograph was taken make this a volume to be cherished by nature photographers.

Finally Robert N. Bavier, Jnr., in FASTER SAILING (Nicholas Kaye. 21s.), makes use of illustrations with marked success in dealing technically with new developments in yacht racing. This is a handbook for the knowledgeable enthusiast by one who is as adept at the helm as he is in writing about sailing matters.

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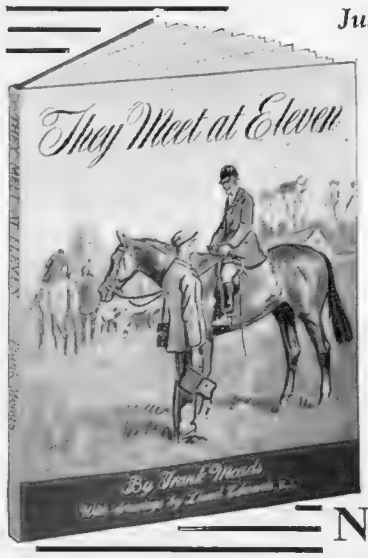

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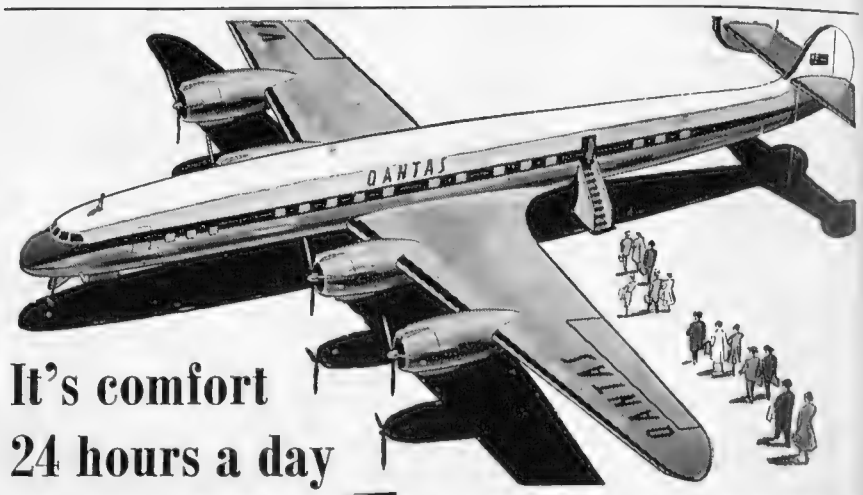

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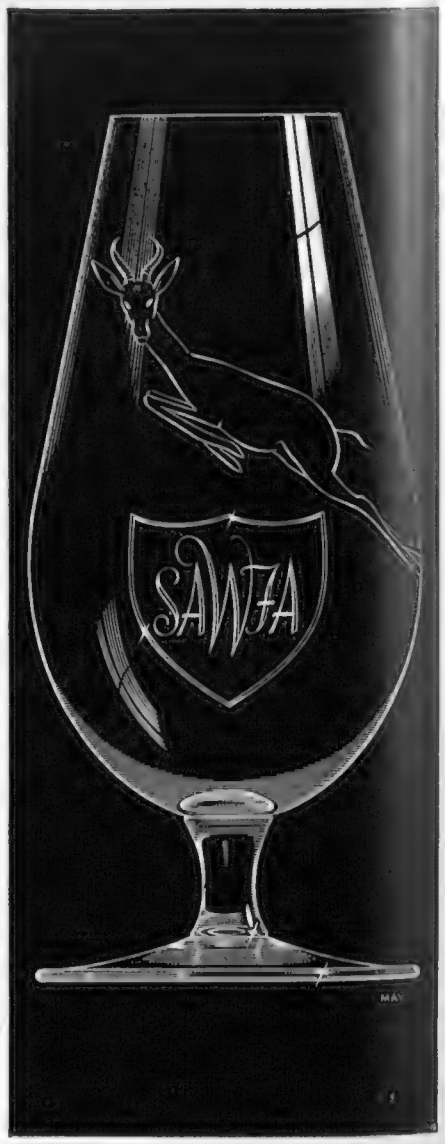

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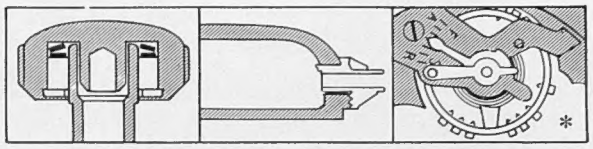

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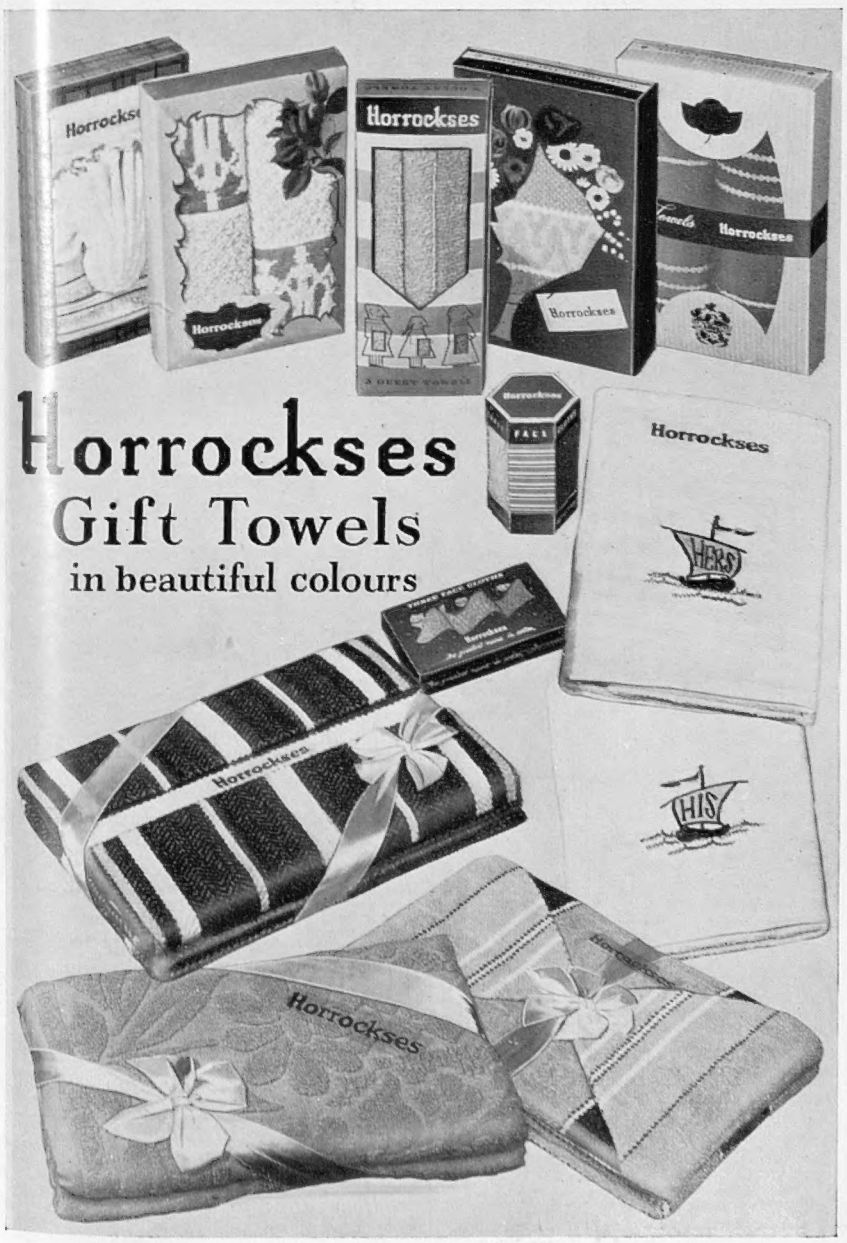
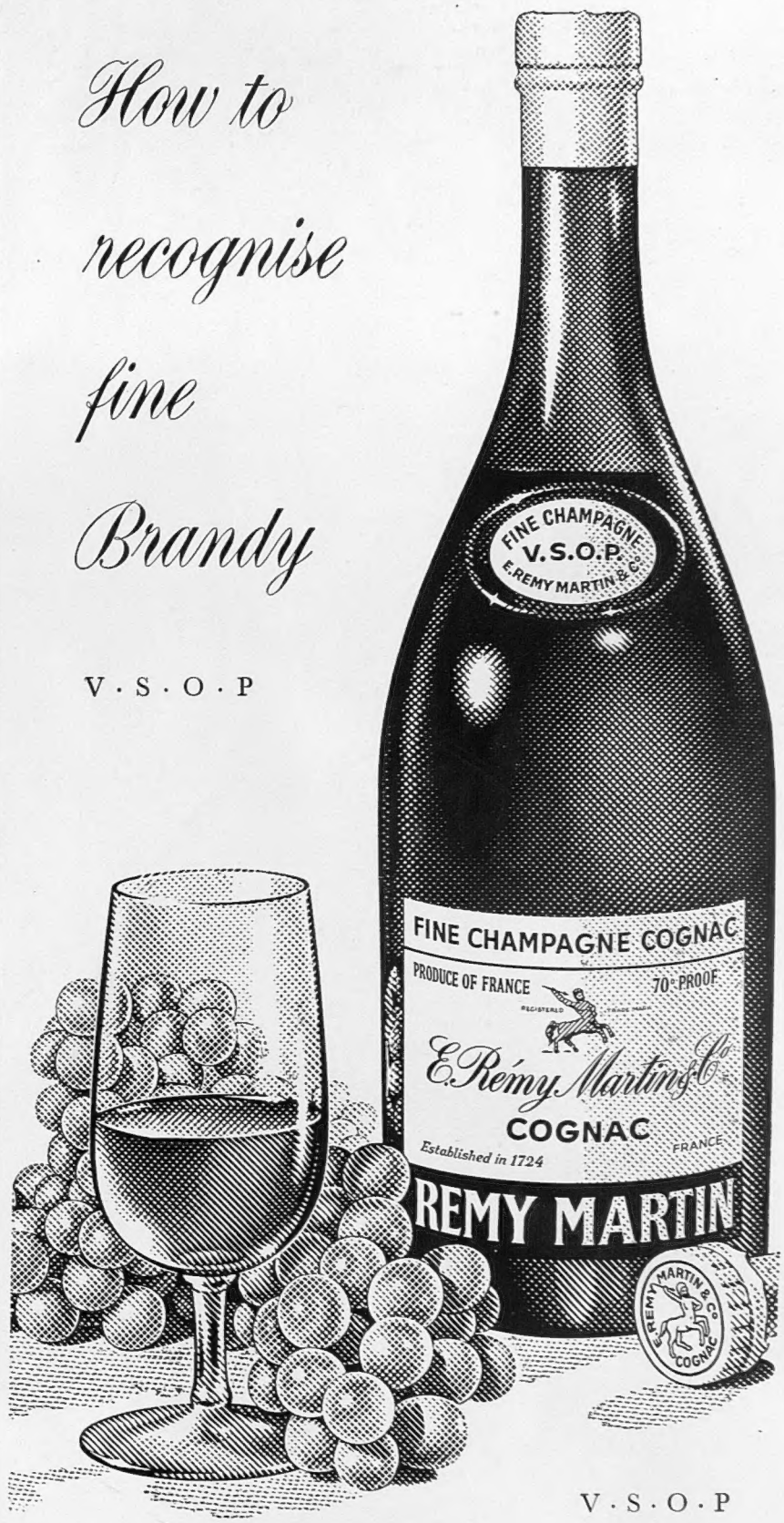


How to recognise fine Brandy

V · S · O · P



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℗9

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I can't remember how it goes on.

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A man—his hobby—and a very personal cigarette . . .

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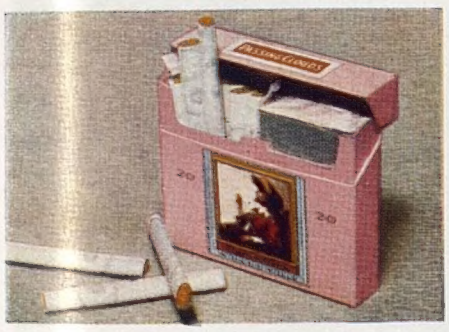
Ernest Thesiger is a painter too, yet he finds time to add to his many collections; loveliest of all, perhaps, the vases, jugs, goblets and candlesticks in silver glass lustre which glow with colour in his London flat.

Only an original man could have such widely differing interests. Ernest Thesiger shows individuality, too, in his choice of a cigarette that is oval in shape, though of Virginian flavour, larger than most and rather fuller to the taste: "Passing Clouds" —in their uncompromisingly pink box.



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